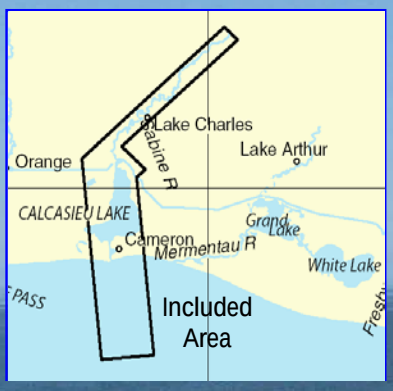
BookletChart™

Calcasieu River and Lake

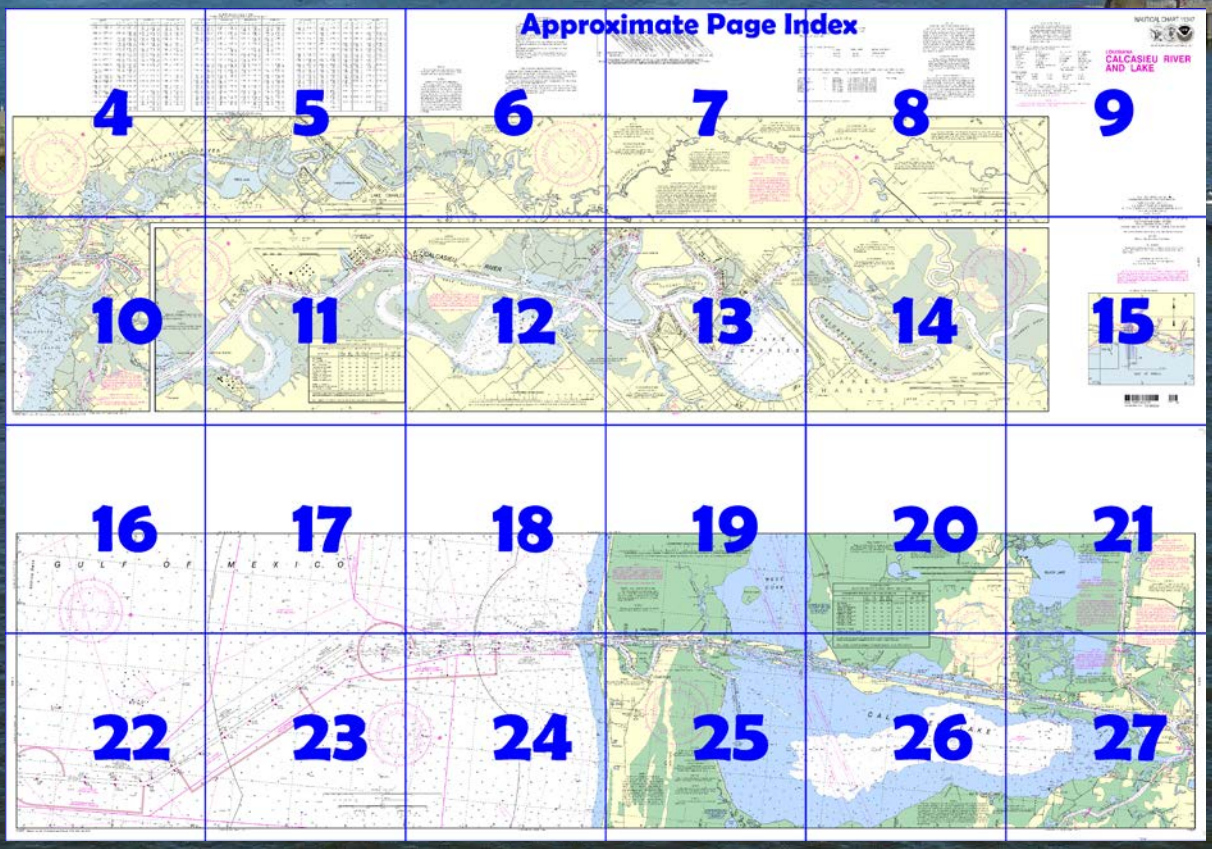
NOAA Chart 11347

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

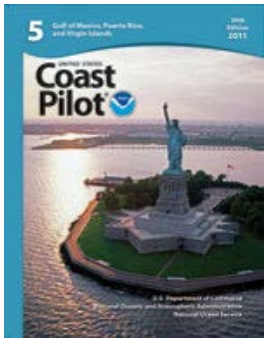
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11347



(Selected Excerpts from Coast Pilot)
Calcasieu Pass, the outlet of Calcasieu Lake, is about 98 miles W of Atchafalaya Bay entrance and 78 miles E of Galveston entrance. It is the first and only deep-draft channel W of the Mississippi River and E of Sabine Pass.
Vessels should approach Calcasieu Pass through the prescribed Safety Fairways. (See **166.100 through 166.200**, chapter 2.) Vessels arriving at the bar should give a Security call on VHF-FM channel 13, 30 minutes before entering the jetties.
Areas of Particular Concern.–Three areas in the Calcasieu River are considered to be particularly troublesome. These areas are listed in order of ascension when proceeding from sea.
Entrance to Calcasieu Jetties (29°44.7'N., 93°20.5'W.). This area has been the site of many collisions and near misses due to strong cross-currents. Vessels should avoid meeting situations, particularly with ships or tows, within one-quarter mile North or South of Lights 41 and 42 at the entrance.
Monkey Island (29°47.0'N., 93°20.8'W.). This area is used extensively by the fishing and offshore exploration industries. Vessels transiting this area may require speed reduction to reduce wake.
Intracoastal Waterway (30°05.5'N., 93°19.5'W.). This represents the point at which this waterway crosses the Calcasieu River Channel. This water is extensively used by tows. The situation is further complicated by an LNG facility located on the **Industrial Canal** which is serviced by deep-draft vessels. Tows intending to cross or enter the main river channel from the Intracoastal Waterway should give a Security call on VHF-FM channel 13, 30 minutes prior to entry and adjust speed so as to enter the river when the channel is clear. Every effort, including holding, should be made to avoid unduly restricting full-powered vessels, and allow them to clear this area when either inbound or outbound. LNG vessels frequently transit the area between the Calcasieu Intersection and the entrance to the Industrial Canal at Devil's Elbow. These vessels have a moving safety zone in effect around them when in transit. E and W bound vessels and tows should be prepared to stop and hold their vessel either W of the Calcasieu Intersection or E of Devil's Elbow if requested to by the U.S. Coast Guard or the pilot on board an LNG ship.
A **regulated navigation area** has been established in Calcasieu River from the Calcasieu jetties to and including the Port of Lake Charles. (See **165.1 through 165.13 and 165.807**, chapter 2, for limits/regulations.)
Anchorages.–Large vessels should anchor in Calcasieu Pass Fairway Anchorage, E of the safety fairway. (See **166.100 through 166.20,** chapter 2.)
Dangers.–Seaward of the jetties, a moderate to strong current sweeps across the channel, normally setting in a W direction; however, strong W winds will cause a current reversal; mariners should exercise caution and be on the alert. Numerous collisions have occurred at the entrance to the jetties due to this set across the channel. Meeting or overtaking situations near the entrance should be avoided. A mud slush lying on the bottom, approximately 6 feet above the hard surface, frequently will be found in the channel seaward of the jetties and at various places above the pass. This material can hardly be detected by the leadline. A 1- to 4-foot layer of soupy material, some 8 to 10 feet above the hard bottom and 20 to 23 feet below the surface, occasionally is encountered in the same localities.
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)
Vessels approaching the passes and entrances to the ports, or bound along the Gulf Coast between Calcasieu Pass and Brazos Santiago, should proceed in the charted shipping Safety Fairways. (See **166.100 through 166.200**, chapter 2.)
Pilotage, Calcasieu River Waterway (enroute to Lake Charles).–State pilotage is compulsory for all foreign vessels and U.S. vessels under register in foreign trade. U.S. vessels over 1,600 tons in coastwise trade must have on board a pilot licensed by the Federal Government. Vessels that must use the buoyed channel due to draft constraints must embark the pilot in an area where there is sufficient water depth outside of the buoyed channel in order to provide a safe lee for pilot boarding and must have the pilot on board prior to entering the buoyed channel.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Table of Selected Chart Notes

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE H

CORPS OF ENGINEERS CHANNELS

The sounding datum of this chart is Mean Lower Low Water. U.S. Army Corps of Engineers navigation projects on this chart are shown with dashed black limiting lines. Charted depths in these projects are referenced to a Corps of Engineers datum called Mean Low Gulf (MLG). This datum has been calculated to be 0.90 feet below MLLW at Calcasieu Pass and Calcasieu Ship Channel Reach A and 1.20 feet below MLLW at Calcasieu Ship Channel Reaches B, C and D and at the Port of Lake Charles. The estimated uncertainty is from 0.10 feet to 0.15 feet.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.756" northward and 0.552" westward to agree with this chart.

NOTE E

Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stem waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via the Internet at http://tidesandcurrents.noaa.gov. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

CALCASIEU PASS AND RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW GULF (MLG)					PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLG (FEET)
BAR CHANNEL	35.5	38.1	37.4	29.9	9,11-12	800	26.3	42
JETTY CHANNEL TO (29°46'00.0"N, 93°20'43.0"W)	46.6	46.9	46.7	44.8	9,11-12	400	1.3	40
THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W)	34.7	38.3	40.6	37.4	9-12	400	6.0	40
THENCE TO A POINT (29°58'00.0"N, 93°20'10.0"W)	27.8	36.2	39.4	30.9	9-12	400	6.0	40
THENCE TO A POINT (30°04'00.0"N, 93°19'38.0"W)	33.1	37.3	37.2	29.0	9,11-12	400	6.0	40
THENCE TO A POINT (30°09'03.0"N, 93°19'57.0"W)	32.0	35.5	36.6	20.9	9-12	400	5.2	40
THENCE TO 210 BRIDGE	33.1	37.9	38.4	31.4	9-12	400	4.4	40
THENCE TO END OF 400 CHANNEL (30°13'08.0"N, 93°15'12.0"W)	33.2	39.1	37.6	32.5	9-12	400	2.1	40

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS.
DEPTHS ARE REFERENCED TO A REFERENCE DATUM CALLED MEAN LOW GULF. SEE NOTE H.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

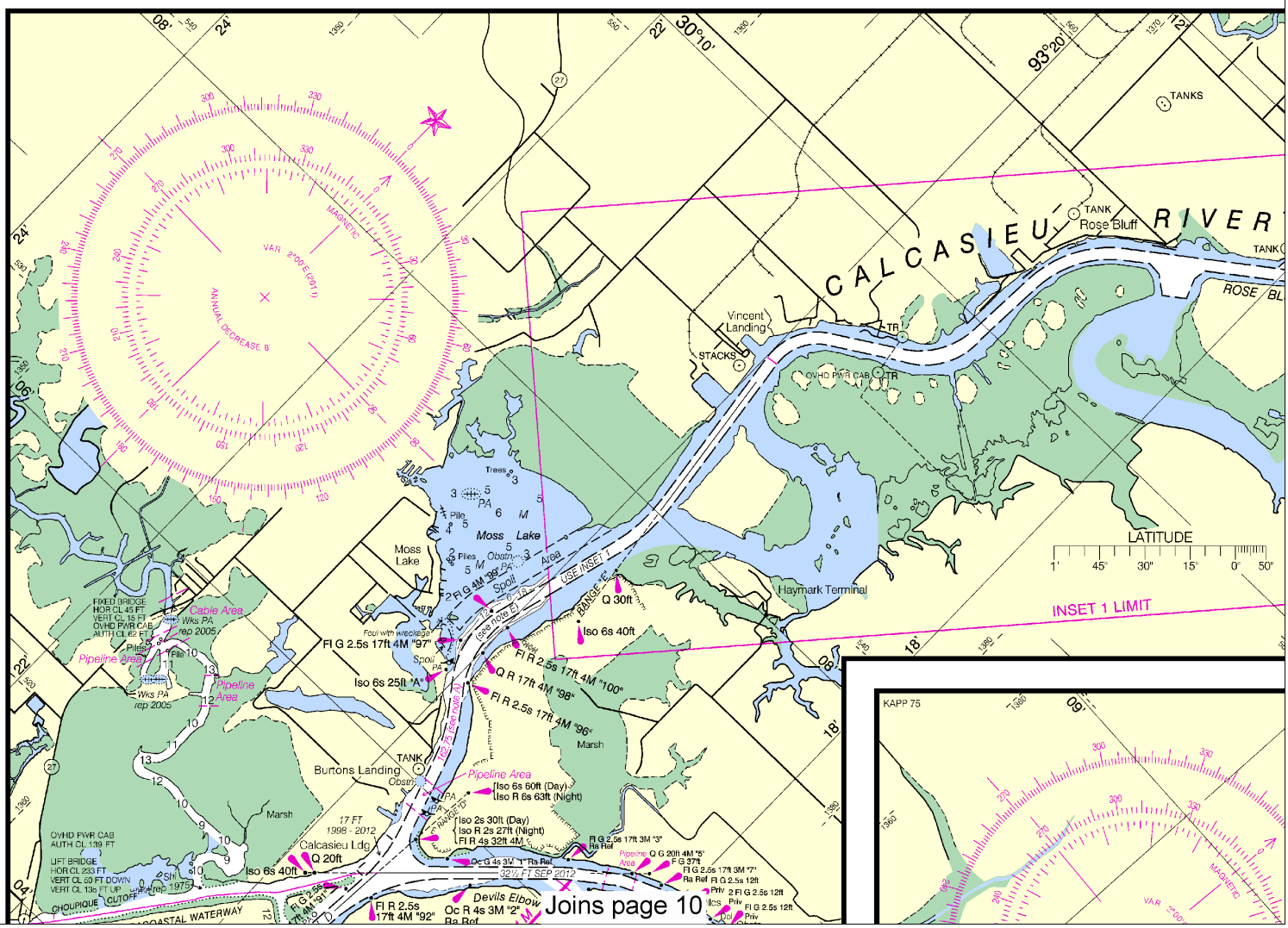
CALCASIEU PASS AND RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW GULF (MLG)					PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLG (FEET)
BAR CHANNEL	35.5	38.1	37.4	29.9	9,11-12	800	26.3	42
JETTY CHANNEL TO (29°46'00.0"N, 93°20'43.0"W)	46.6	46.9	46.7	44.8	9,11-12	400	1.3	40
THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W)	34.7	38.3	40.6	37.4	9-12	400	6.0	40
THENCE TO A POINT (29°58'00.0"N, 93°20'10.0"W)	27.8	36.2	39.4	30.9	9-12	400	6.0	40
THENCE TO A POINT (30°04'00.0"N, 93°19'38.0"W)	33.1	37.3	37.2	29.0	9,11-12	400	6.0	40
THENCE TO A POINT (30°09'03.0"N, 93°19'57.0"W)	32.0	35.5	36.6	20.9	9-12	400	5.2	40
THENCE TO 210 BRIDGE	33.1	37.9	38.4	31.4	9-12	400	4.4	40
THENCE TO END OF 400 CHANNEL (30°13'08.0"N, 93°15'12.0"W)	33.2	39.1	37.6	32.5	9-12	400	2.1	40

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS.
DEPTHS ARE REFERENCED TO A REFERENCE DATUM CALLED MEAN LOW GULF. SEE NOTE H.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



SIDE B

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:50,000~~

Nautical Miles

1 0 1 2 3 4

Yards

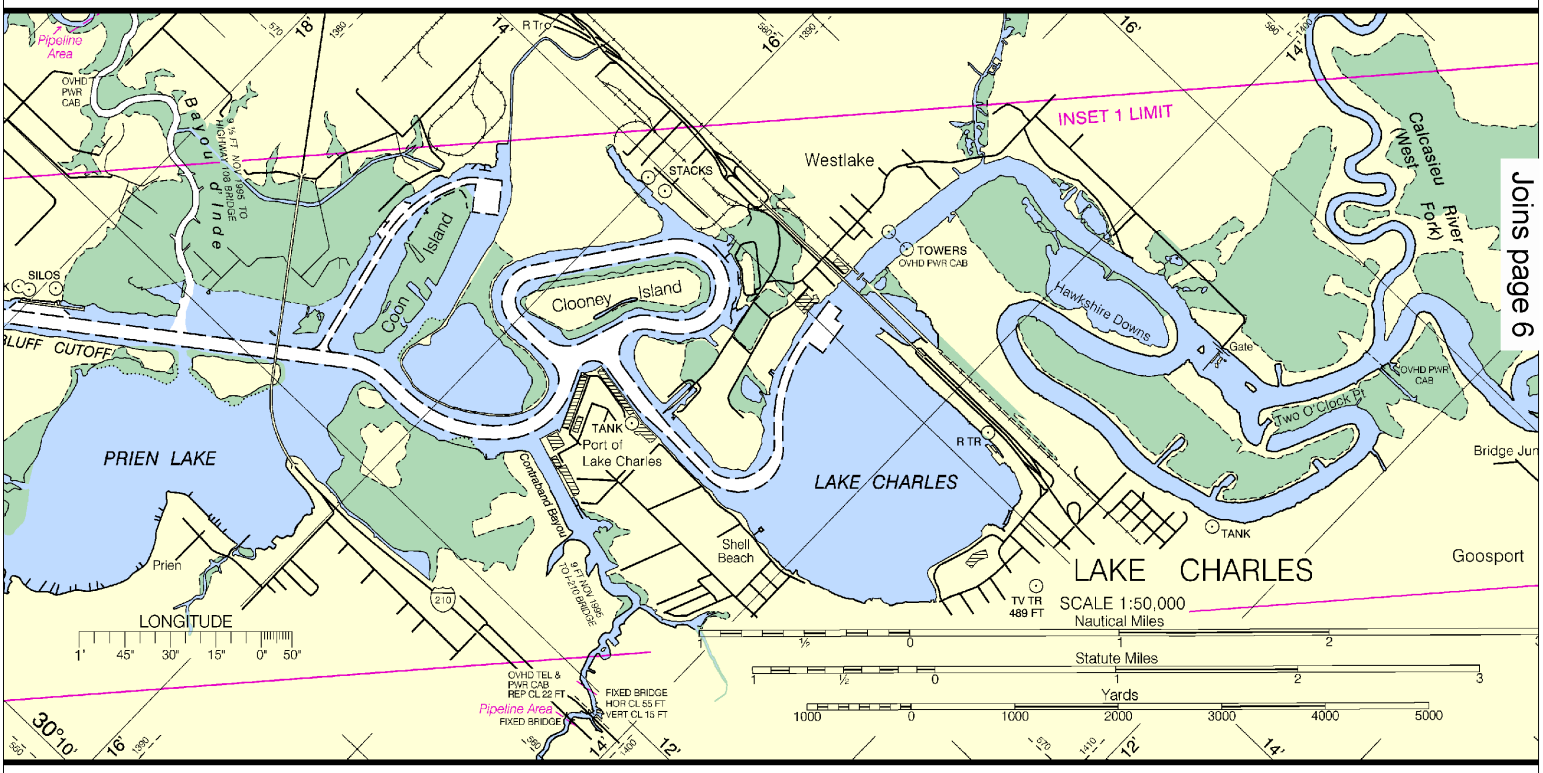
1000 0 1000 2000 3000 4000 5000 6000

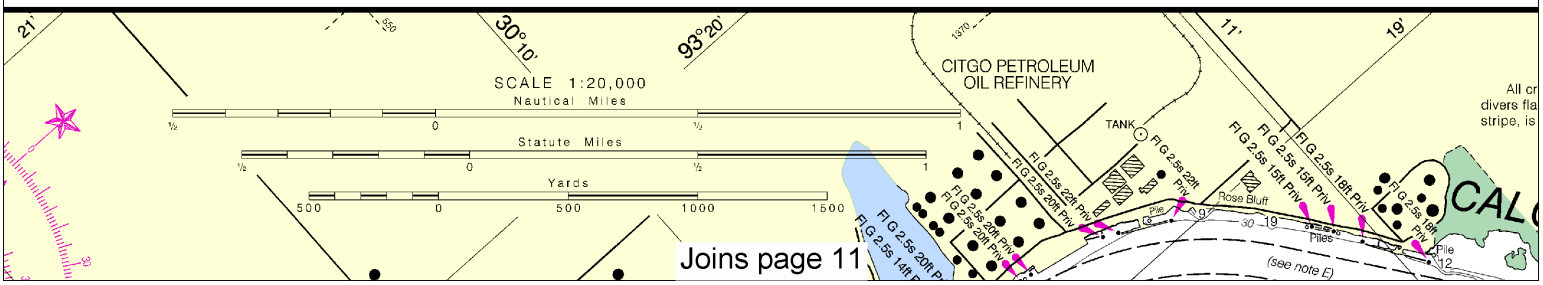
See Note on page 5.

Small craft ope
of severe water t
vessels traversing

CORPS OF E
The sounding
Lower Low Water.
navigation project
dashed black limit
these projects ar
Engineers datum
This datum has be
below MLLW at Ca
Ship Channel Re
MLLW at Calcasie
C and D and at th
estimated uncer
0.15 feet.

TIDAL INFORMATION
Near real time water level data, predictions and weather data are available via the Internet at http://tidesandcurrents.noaa.gov. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.





This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:66667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

NO
25

THE TABUL

NOTE E

Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

NOTE H

CORPS OF ENGINEERS CHANNELS

The sounding datum of this chart is Mean Lower Low Water. U.S. Army Corps of Engineers navigation projects on this chart are shown with dashed black limiting lines. Charted depths in these projects are referenced to a Corps of Engineers datum called Mean Low Gulf (MLG). This datum has been calculated to be 0.90 feet below MLLW at Calcasieu Pass and Calcasieu Ship Channel Reach A and 1.20 feet below MLLW at Calcasieu Ship Channel Reaches B, C and D and at the Port of Lake Charles. The estimated uncertainty is from 0.10 feet to 0.15 feet.

PUBLIC BOATING INSTRUCTION PROGRAMS

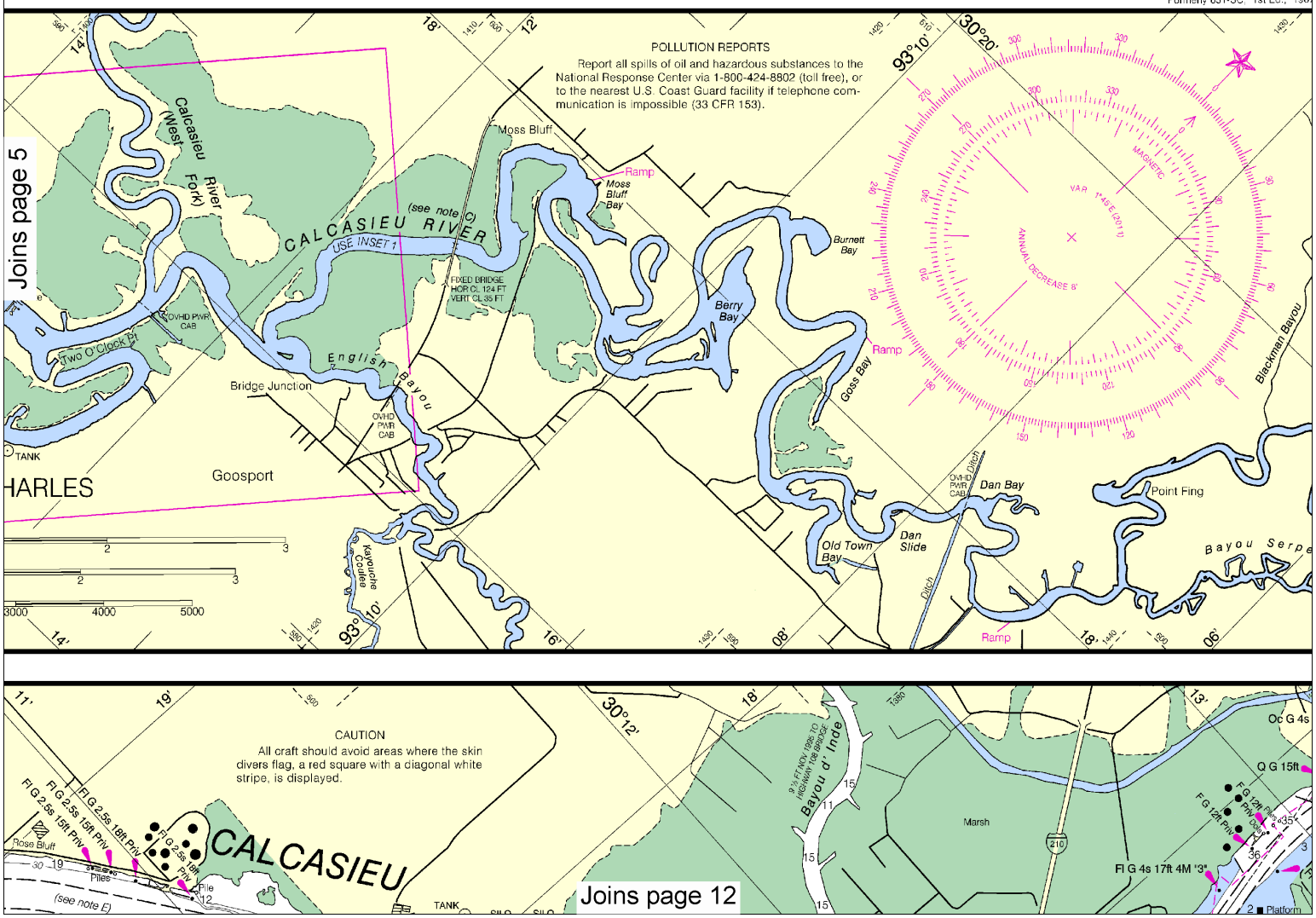
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

ns and weather data
ents.noaa.gov. Annual
ailable in printed form

Formerly 651-SC, 1st Ed., 1967



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

SMALL CRAFT FACILITY	DEPTHS: CHART SIDE	DEPTHS: APPROACH-FEET (REPORTED)	SERVICES: ALONGSIDE-FEET (REPORTED)	SERVICES: ELECTRICITY-MOORINGS-BERTHS (TRANSIENTS)	SERVICES: RAMP-SURFACED-NATURAL	SERVICES: REPAIRS-HULL-MOTOR-RADIO	SERVICES: MARINE RAILWAY-FEET	SERVICES: LIFT-CAPACITY-TONS	BOAT RENTAL: CANOE-ROW-MOTOR-KAYAK	BOAT RENTAL: CHARTER-HOUSE-SAIL	SERVICES: FOOD-LODGING-CAMPING	SERVICES: TOILETS-SHOWERS-LAUNDRY	SERVICES: PUMP-OUT STATION	SERVICES: WINTER STORAGE-WET-DRY	SUPPLIES: NAUTICAL CHART SALES	SUPPLIES: WATER-ICE	SUPPLIES: GROCERIES-HARDWARE	SUPPLIES: BAIT-TACKLE	SUPPLIES: DIESEL-OIL-GASOLINE
BOWTIE MARINA	B	14	6	B E	S	MR							TS P	D	C	WI	GH	T	DG

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
ULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

MARINE WEATHER FOR
NATIONAL WEATHER SE

CITY	TE
Lake Charles, LA	

*Recording (24 hours da

NOAA WEATHER RADI

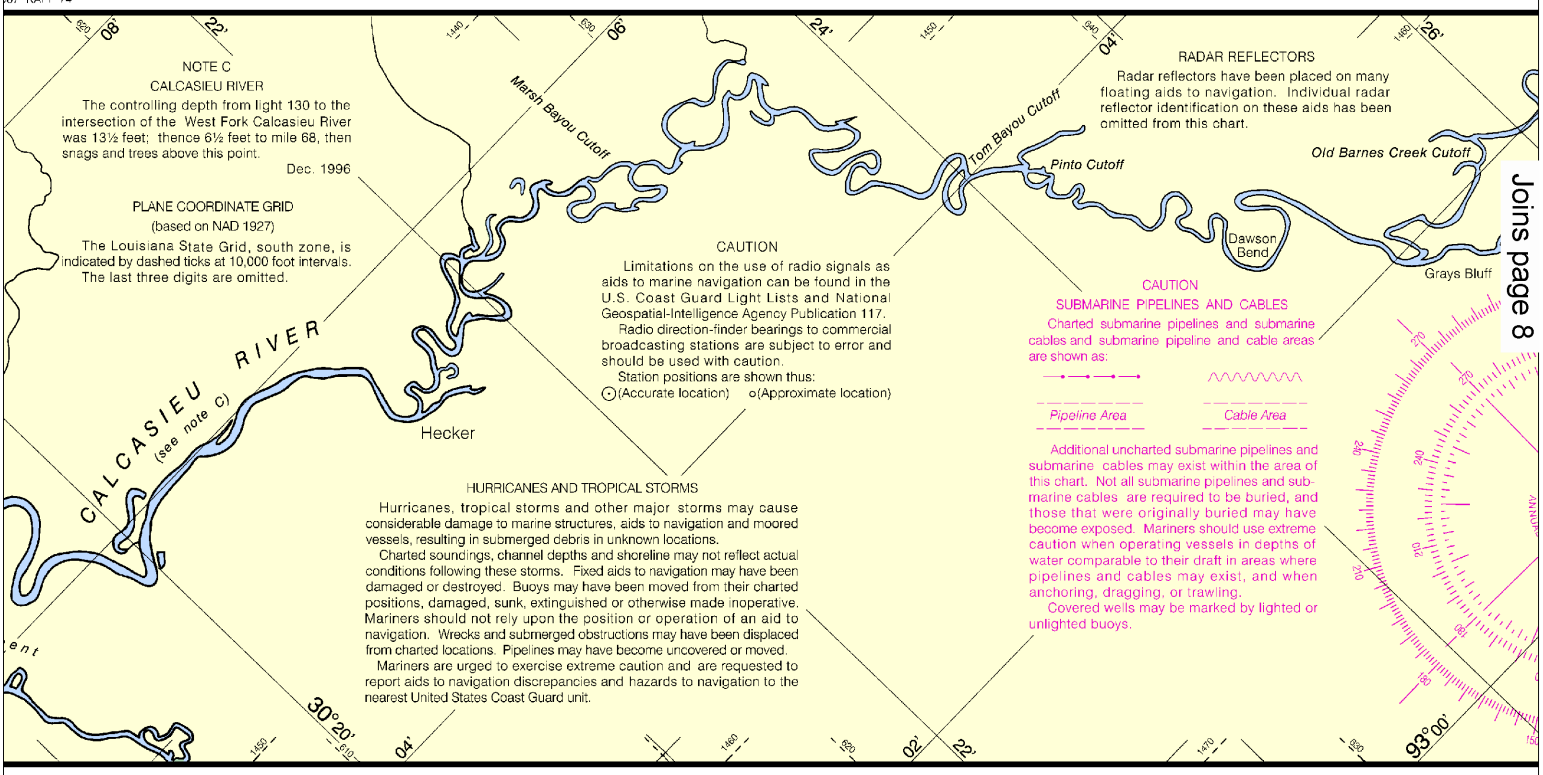
CITY
Lake Charles, LA
Beaumont, TX

BROADCASTS OF MARI

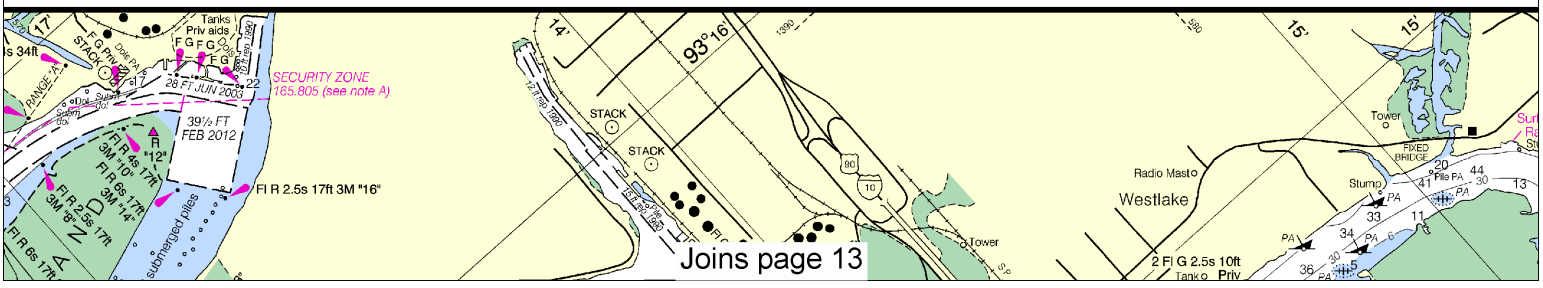
CITY
Galveston, TX
Galveston, TX
Pecan Island, LA
Cameron, LA
Sabine, TX
Sabine, TX
Morgans Point, TX
Freeport, TX

*Preceded by announcem

967 KAPP 74



Joins page 8



Joins page 13

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,
NGA Weekly Notice to Mariners: 0613 2/9/2013,
Canadian Coast Guard Notice to Mariners: n/a.

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Lake Charles, LA	(337) 477-5285 *(337) 439-0000	24 hours daily

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Lake Charles, LA	KHB-42	162.40	24 hours daily
Beaumont, TX	WXK-28	162.475	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING
Galveston, TX	NOY	2670 kHz	4:45, 6:45 & 10:45 AM 4:45 PM	*On receipt
Galveston, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM 4:45 PM	
Pecan Island, LA	"	157.10 MHz	4:45, 6:45 & 10:45 AM 4:45 PM	
Cameron, LA	"	157.10 MHz	4:45, 6:45 & 10:45 AM 4:45 PM	
Sabine, TX	"	2670 kHz	4:45, 6:45 & 10:45 AM 4:45 PM	
Sabine, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM 4:45 PM	
Morgans Point, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM 4:45 PM	
Freeport, TX	"	157.10 MHz	4:45, 6:45 & 10:45 AM 4:45 PM	

*Preceded by announcement on 2182 kHz and 156.8 MHz

CAUTION

WARNINGS CONCERNING LARGE VESSELS

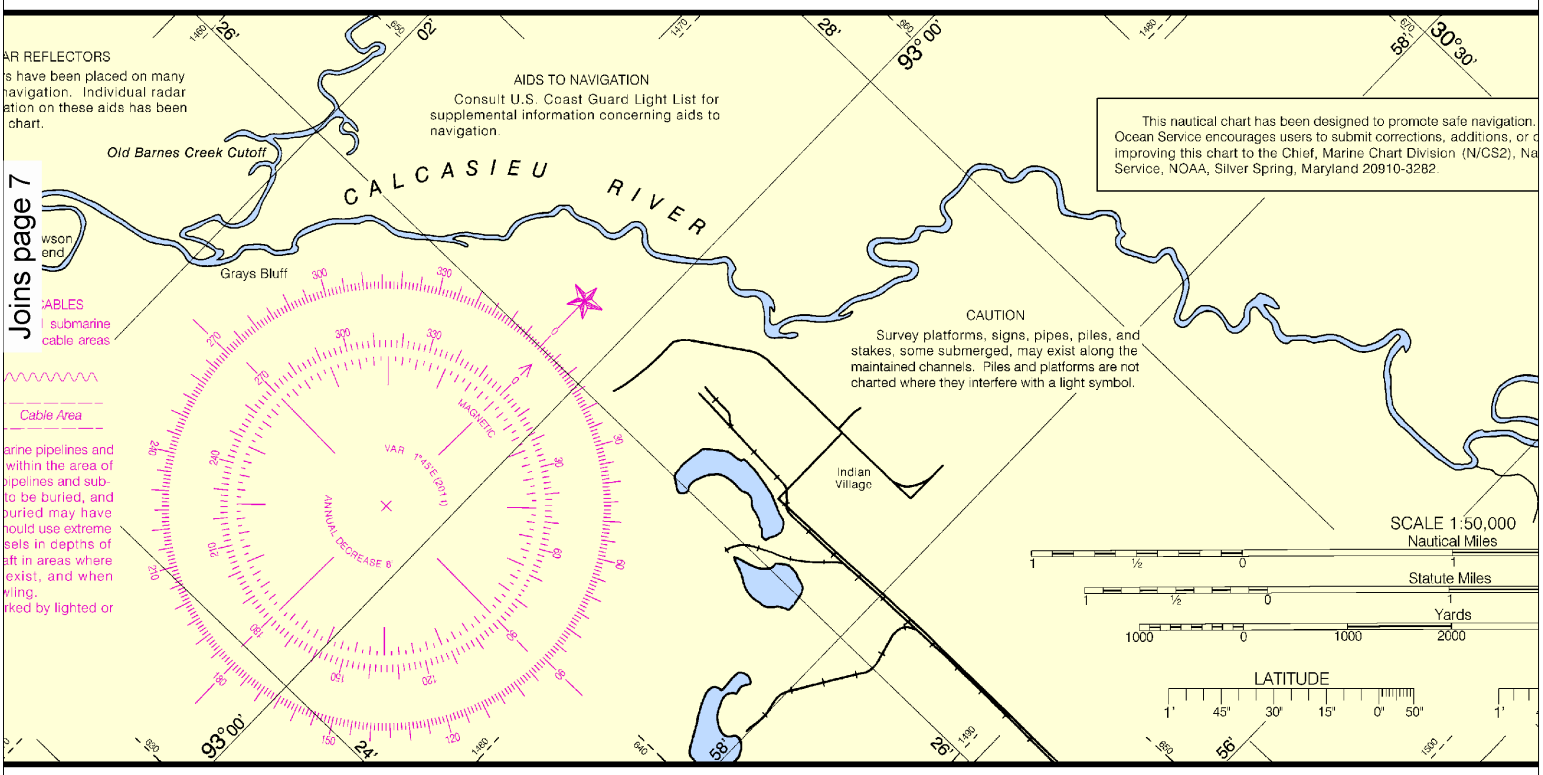
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stem waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Lake Charles Power Squadron, District 21, United States Power Squadrons, in continually providing essential information for revising this chart.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.



Printed at reduced scale.

SCALE 1:50,000
Nautical Miles
1 0 1 2 3 4
Yards
1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

Note: Chart grid lines are aligned with true north.

NAUTICAL CHART 11347
INTRACOASTAL WATERWAY

THE NATION'S CHARTMAKER SINCE 1807

LOUISIANA
CALCASIEU RIVER AND LAKE

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.756" northward and 0.552" westward to agree with this chart.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

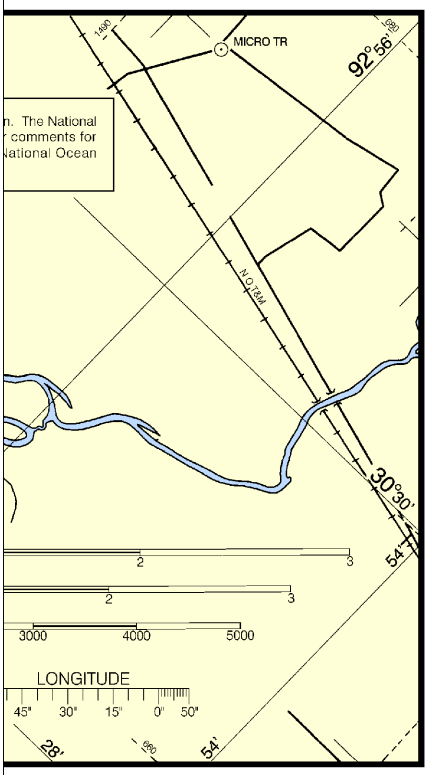
Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.



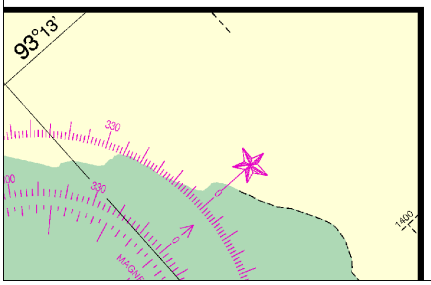


Chart 11347 39th Ed., Jul. /11 ■
Corrected through NM Jul. 23/11, LNM Jul. 19/11

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION, SCALE 1:50,000 AT LAT 30°06'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

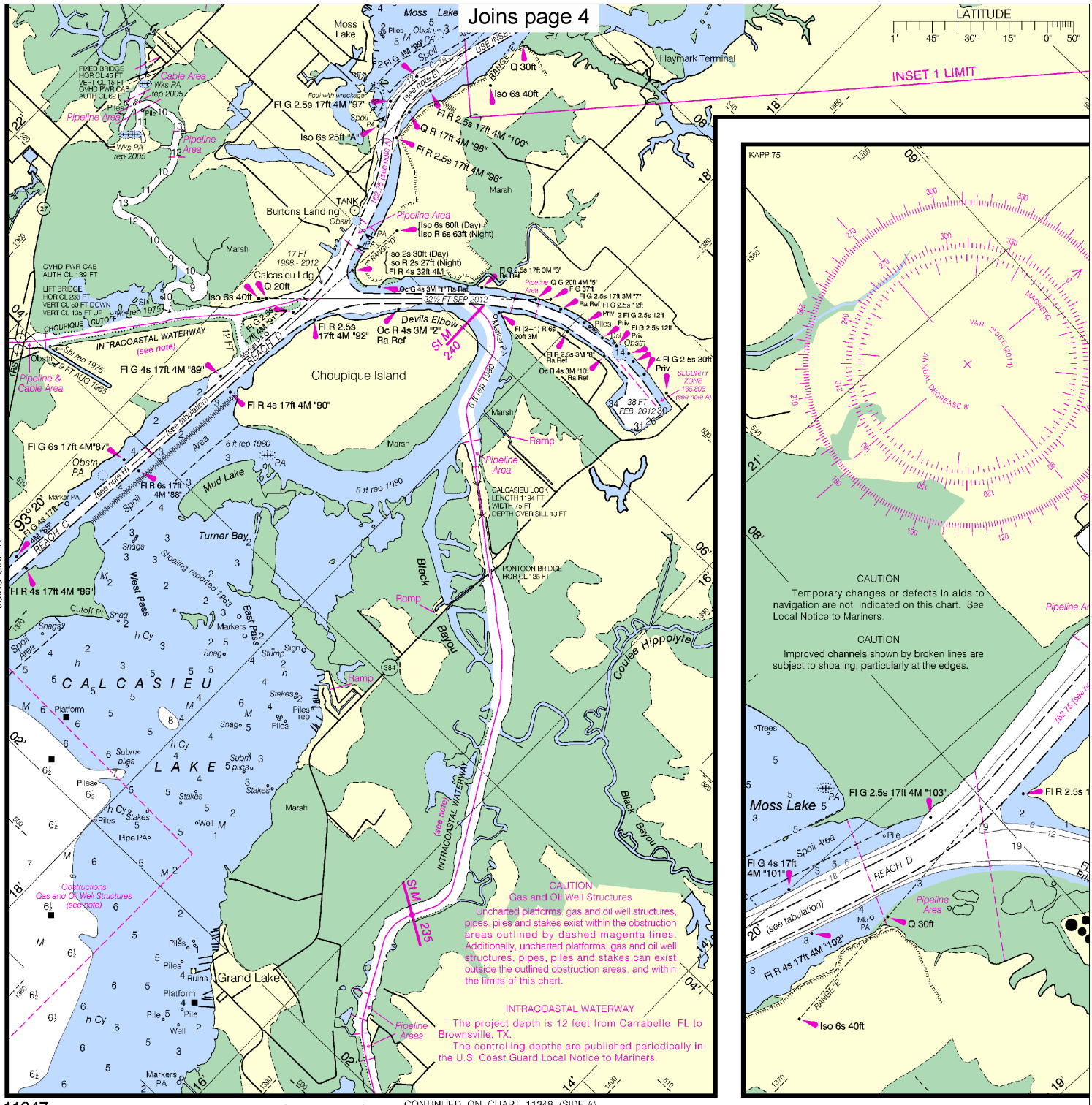
SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

Joins page 15

SIDE B

Joins page 4



JOINS SIDE A
SIDE B

CONTINUED ON CHART 11348 (SIDE A)

Joins page 16

Note: Chart grid lines are aligned with true north.

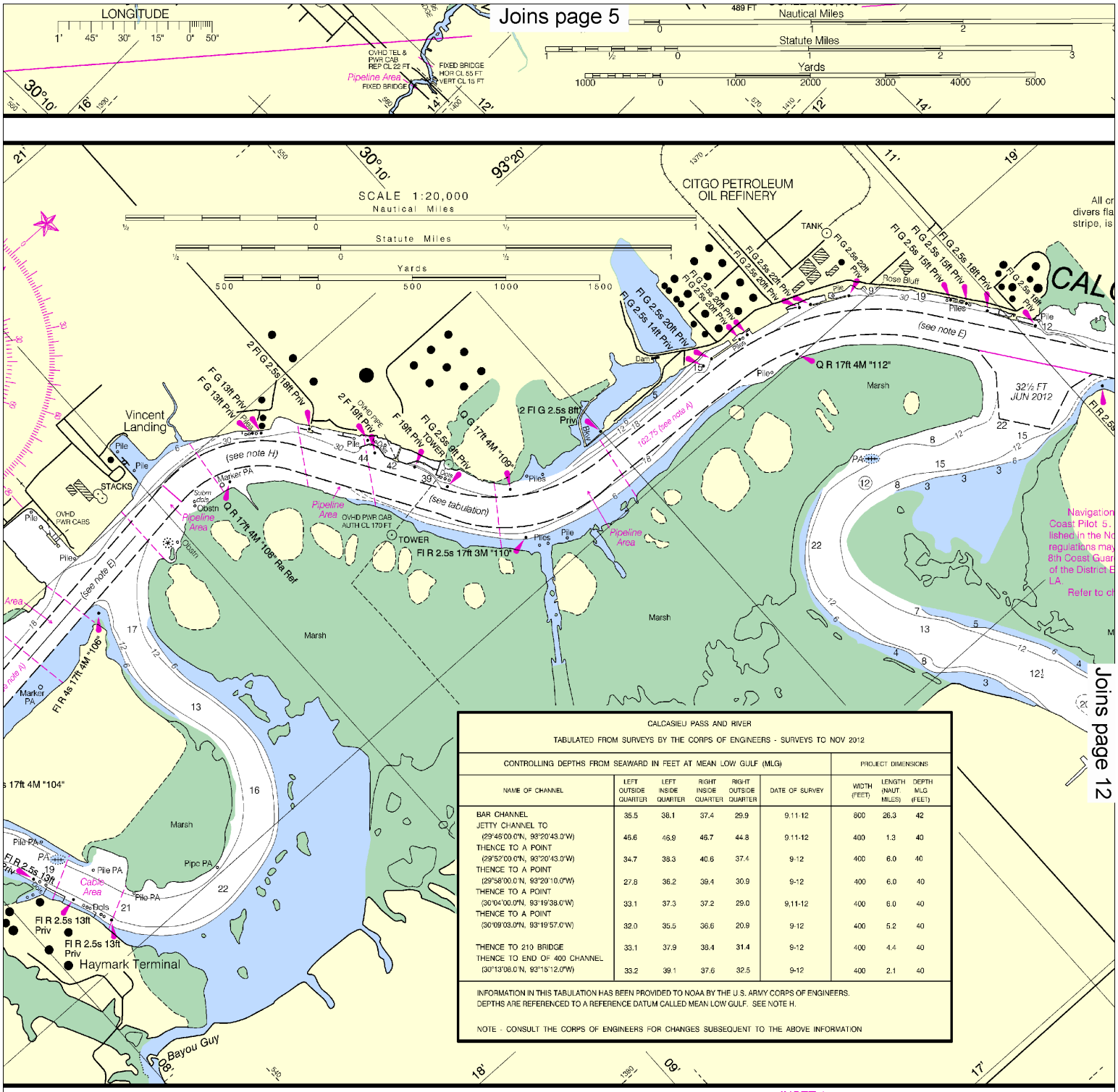
Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

Joins page 5



CALCASIEU PASS AND RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW GULF (MLG)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLG (FEET)
BAR CHANNEL	35.5	38.1	37.4	29.9	9-11-12	800	26.3	42
JETTY CHANNEL TO (29°46'00.0"N, 93°20'43.0"W)	46.6	46.9	46.7	44.8	9-11-12	400	1.3	40
THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W)	34.7	38.3	40.6	37.4	9-12	400	6.0	40
THENCE TO A POINT (29°58'00.0"N, 93°20'10.0"W)	27.8	36.2	39.4	30.9	9-12	400	6.0	40
THENCE TO A POINT (30°04'00.0"N, 93°19'38.0"W)	33.1	37.3	37.2	29.0	9-11-12	400	6.0	40
THENCE TO A POINT (30°09'03.0"N, 93°19'57.0"W)	32.0	35.5	36.6	20.9	9-12	400	5.2	40
THENCE TO 210 BRIDGE	33.1	37.9	38.4	31.4	9-12	400	4.4	40
THENCE TO END OF 400 CHANNEL (30°13'08.0"N, 93°15'12.0"W)	33.2	39.1	37.6	32.5	9-12	400	2.1	40

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS.
DEPTHS ARE REFERENCED TO A REFERENCE DATUM CALLED MEAN LOW GULF. SEE NOTE H.

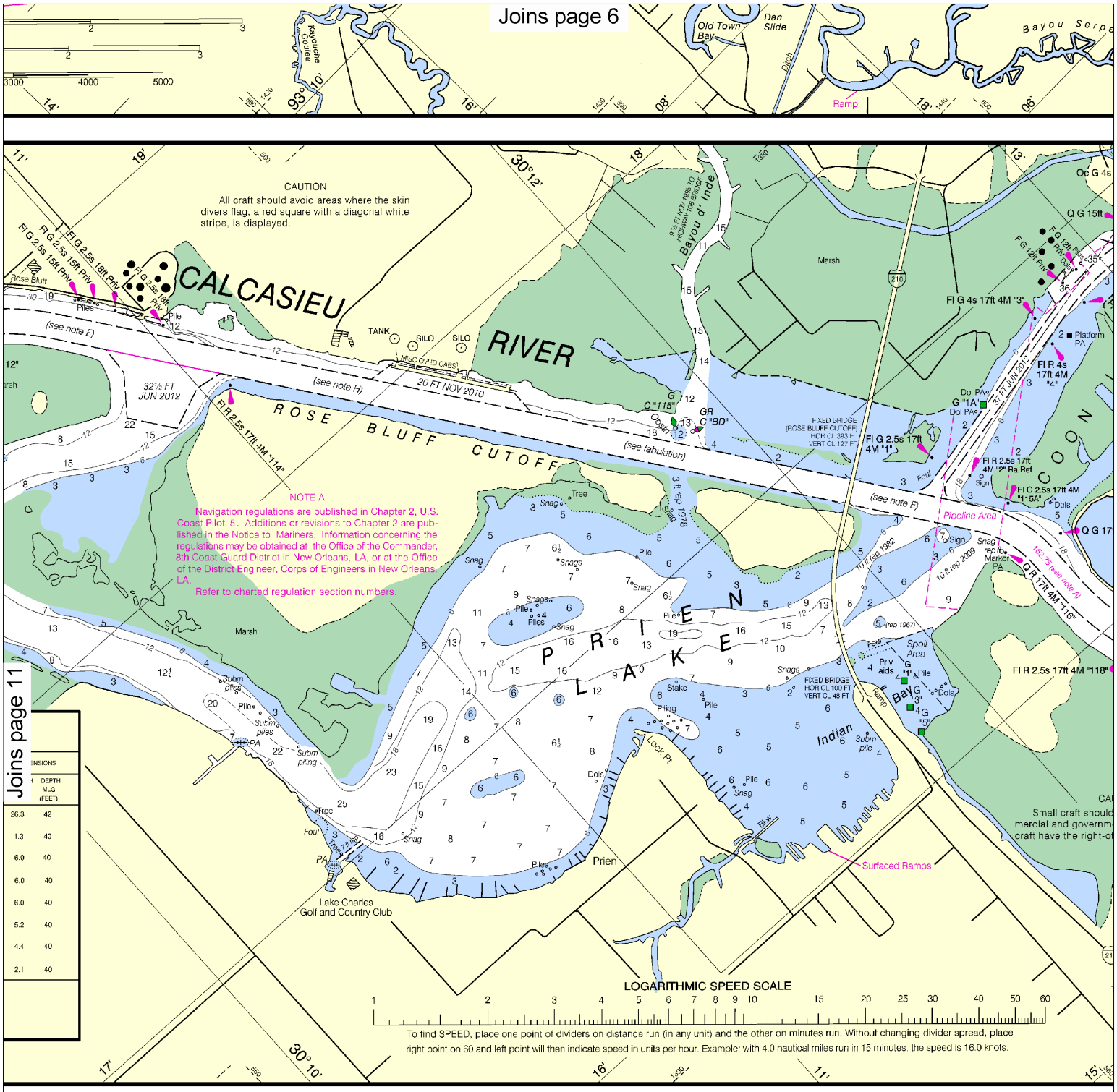
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

INSET 1

Joins page 12

Joins page 17

Joins page 6



Joins page 11

DEPTH MLG (FEET)
26.3	42
1.3	40
6.0	40
6.0	40
6.0	40
5.2	40
4.4	40
2.1	40

Joins page 18

Note: Chart grid lines are aligned with true north.

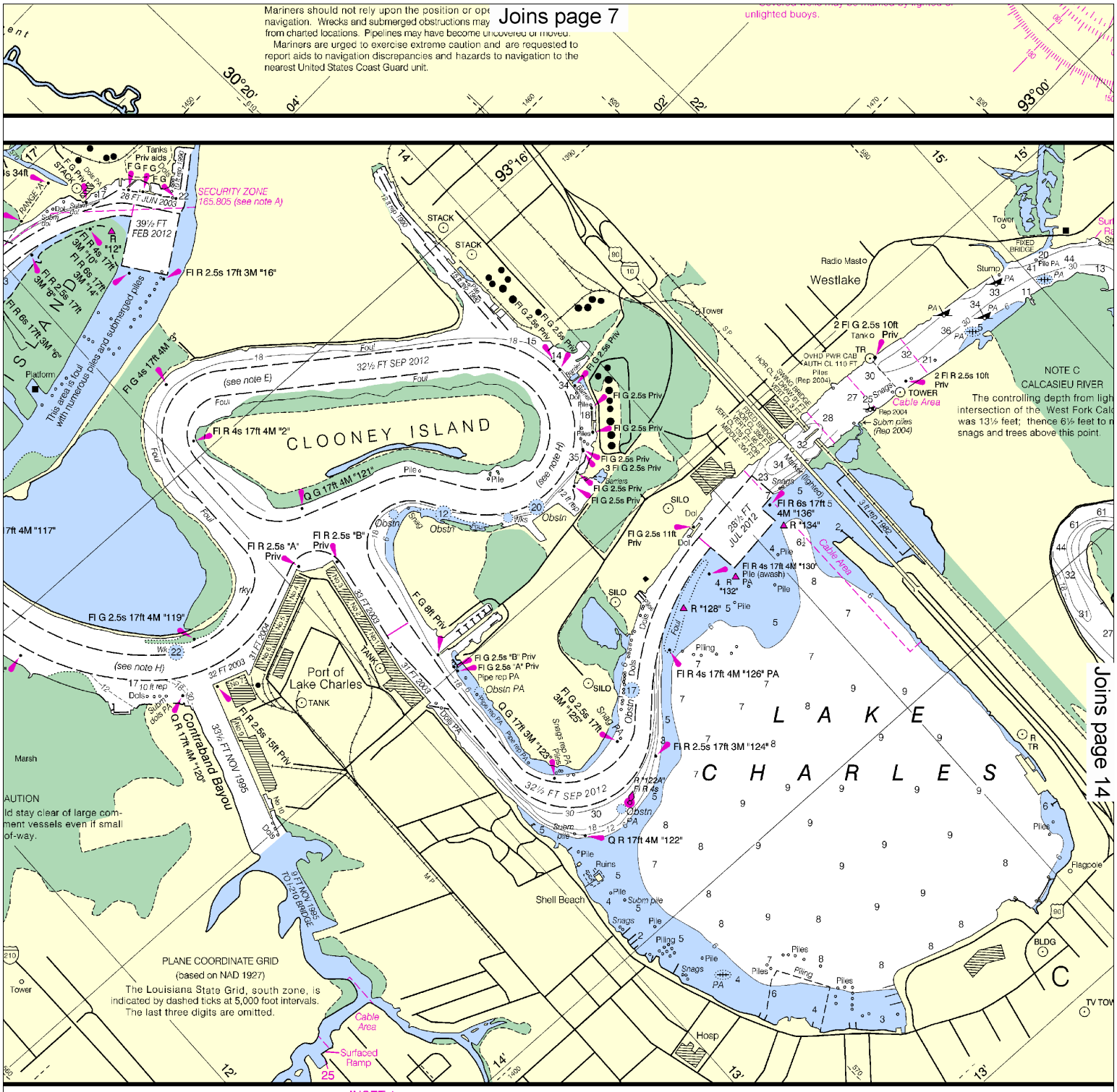
Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

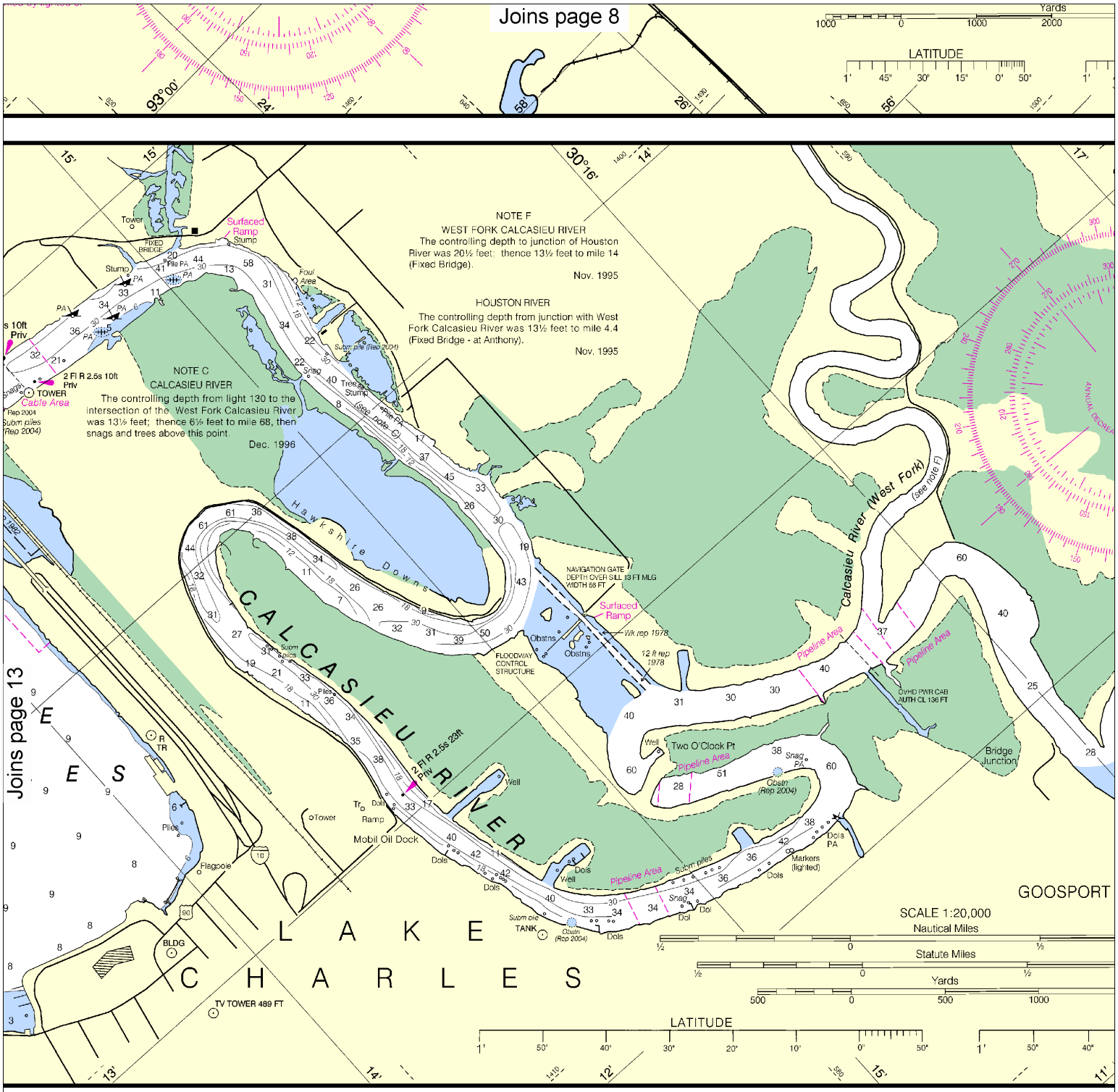
Joins page 7



Joins page 14

Joins page 19

Joins page 8



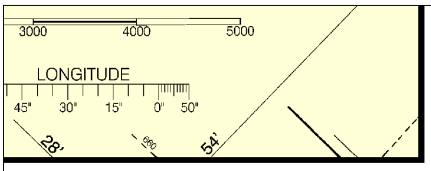
Joins page 20

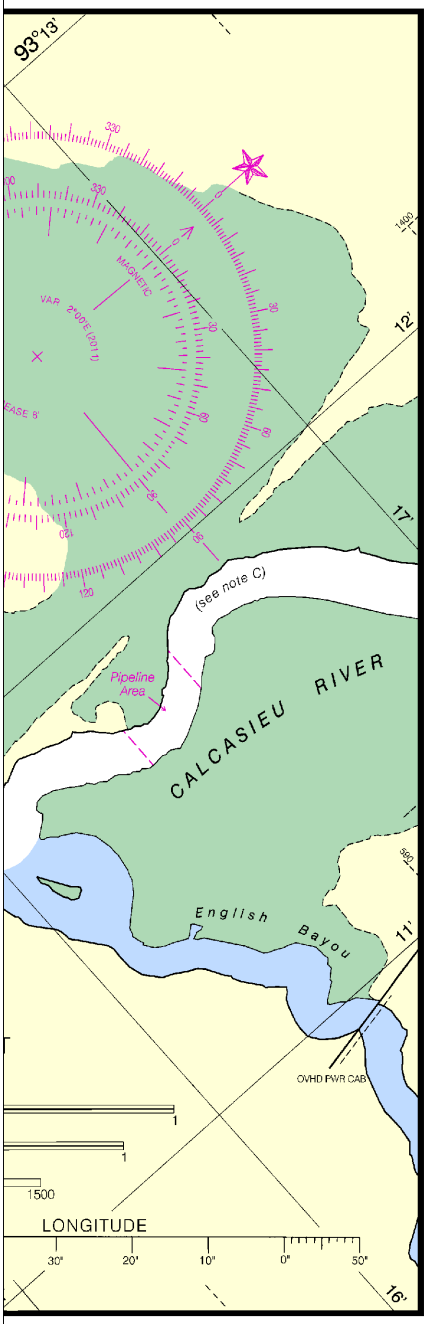
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:50,000~~
Nautical Miles
Yards

See Note on page 5.





Joins page 9

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION, SCALE 1:50,000 AT LAT 30°06'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

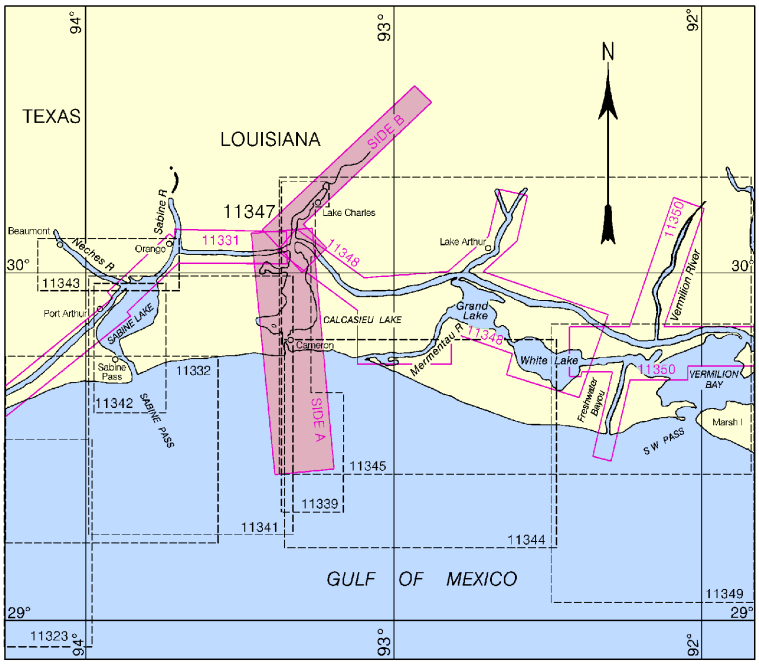
Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SIDE B

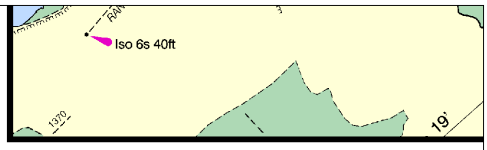
NAUTICAL CHART DIAGRAM



NSN 7642014010226
NGA REFERENCE NO. 11XHA11347

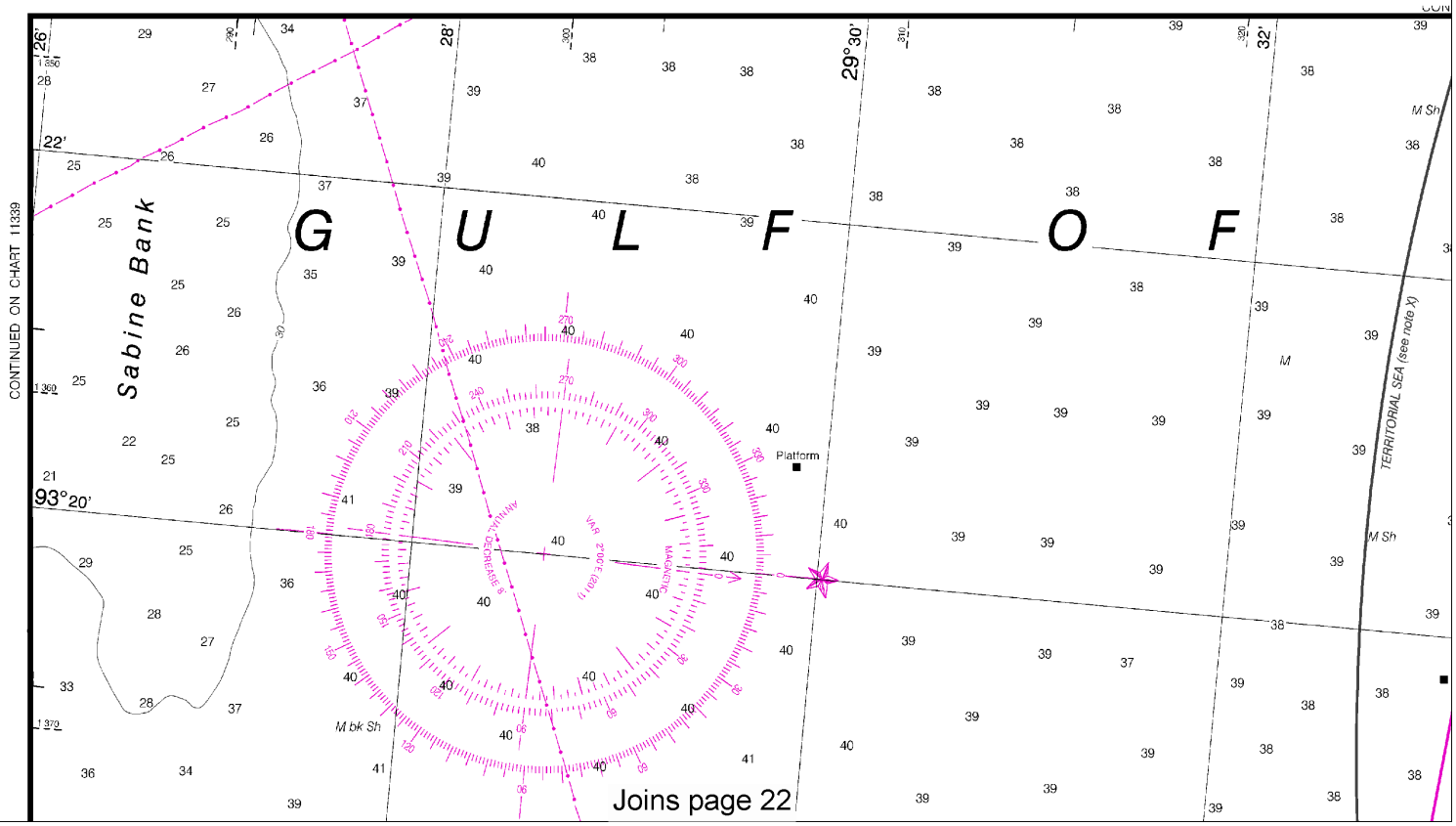
ED. NO. 39

Joins page 21



11347 39th Ed., Jul. /11 Corrected through NM Jul. 23/11, LNM Jul. 19/11

CONTINUED ON CHART 11348 (SIDE A)



16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:50,000~~

Nautical Miles

1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

Joins page 11

N PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS.
E DATUM CALLED MEAN LOW GULF. SEE NOTE H.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Bayou Guy

INSET 1

Joins page 18

Joins page 23

M E X I C O

Platform

FAIRWAY ANCHORAGE
166.200 (see note A)

SAFETY FAIRWAY
166.200 (see note A)

Obstn

PA

M Sh

S Cy Sh

G "27"
Q G

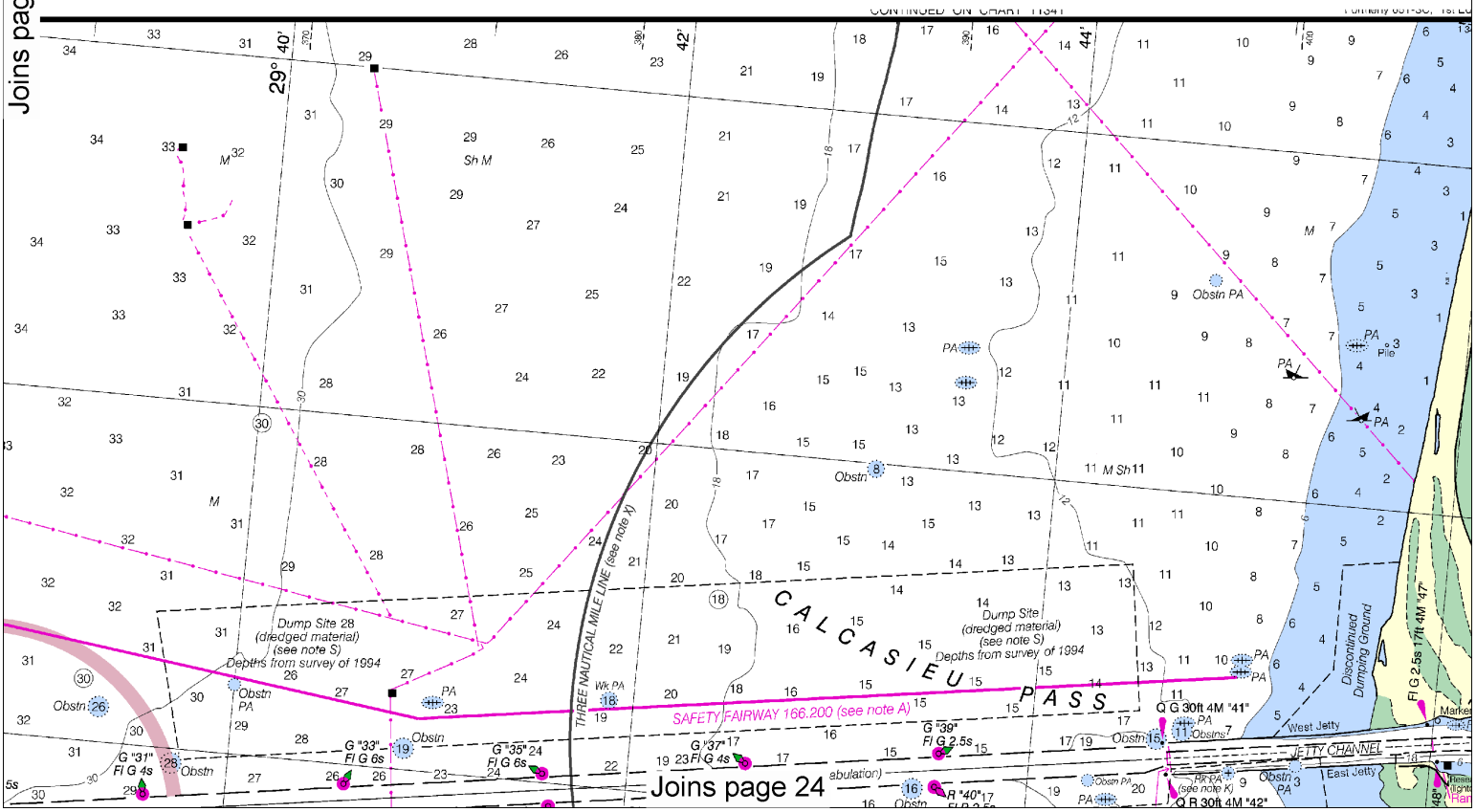
G "29"
Fl G 2.5s

G "31"
Fl G 4s

Joins page 12

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Joins page 17



Joins page 24

18

Note: Chart grid lines are aligned with true north.

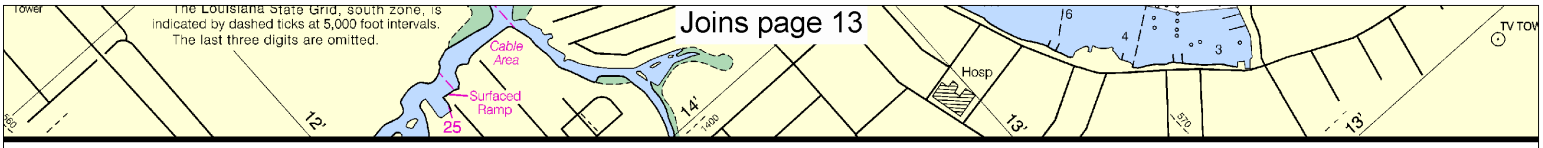
Printed at reduced scale.

~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

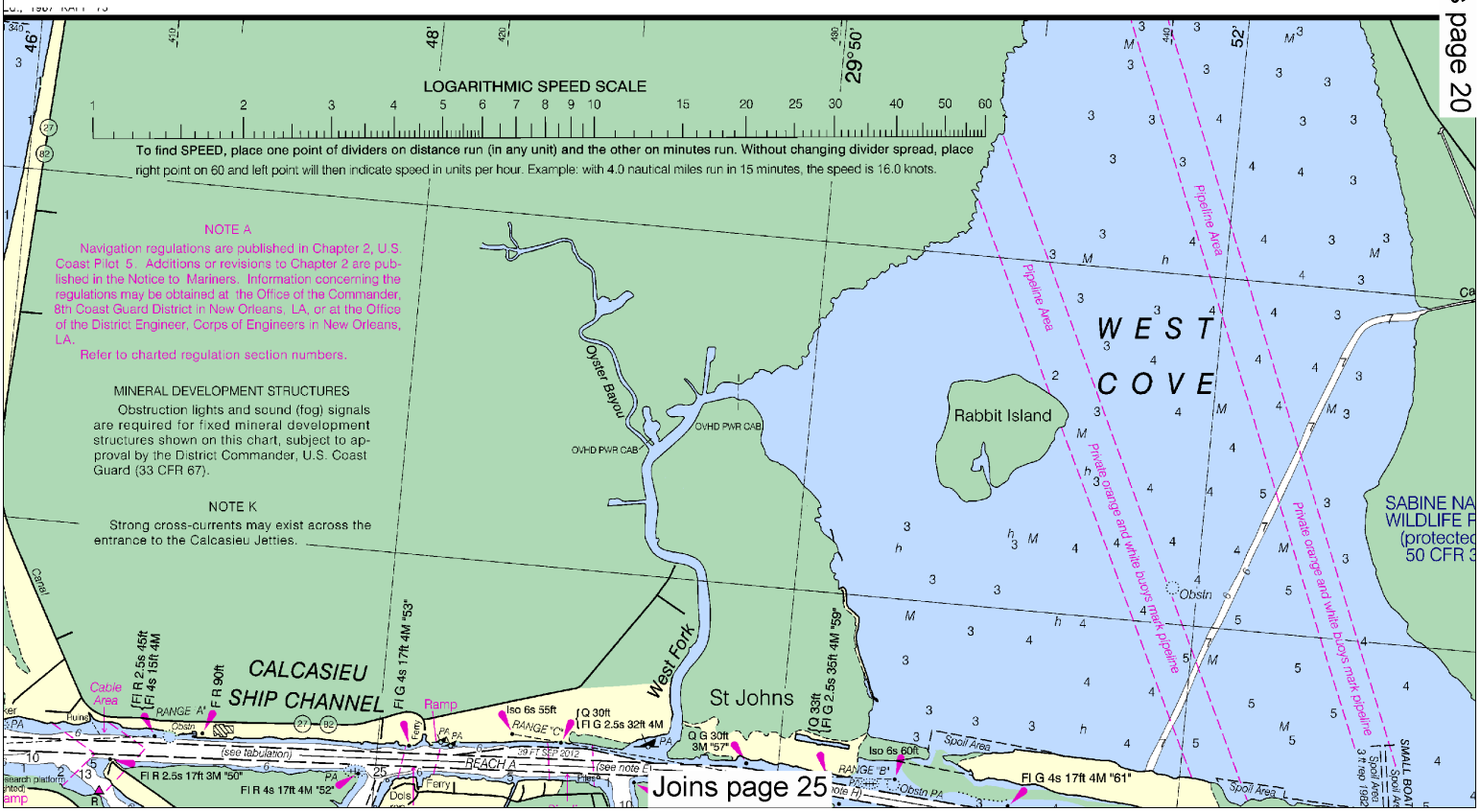
Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

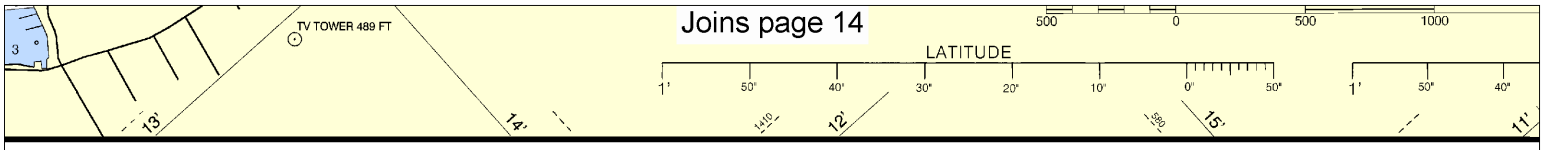


INSET 1

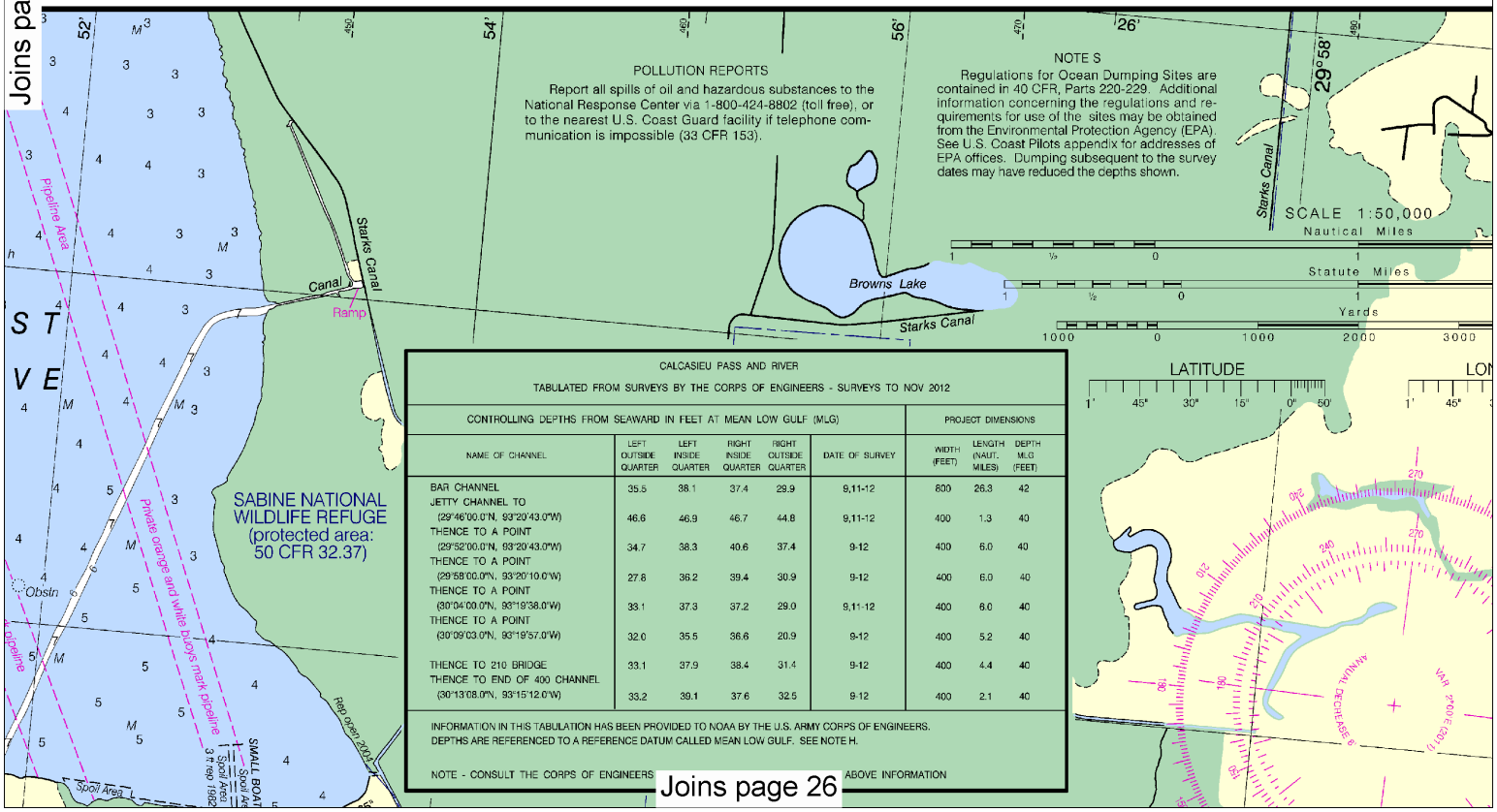
Joins page 20



Joins page 14



Joins page 19



CALCASIEU PASS AND RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW GULF (MLG) LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLG (FEET)
BAR CHANNEL	35.5	38.1	37.4	29.9	9,11-12	800	26.3	42
JETTY CHANNEL TO (29°46'00.0"N, 93°20'43.0"W)	46.6	46.9	46.7	44.8	9,11-12	400	1.3	40
THENCE TO A POINT (29°52'00.0"N, 93°20'43.0"W)	34.7	38.3	40.6	37.4	9-12	400	6.0	40
THENCE TO A POINT (29°58'00.0"N, 93°20'10.0"W)	27.8	36.2	39.4	30.9	9-12	400	6.0	40
THENCE TO A POINT (30°04'00.0"N, 93°19'38.0"W)	33.1	37.3	37.2	29.0	9,11-12	400	6.0	40
THENCE TO A POINT (30°09'03.0"N, 93°19'57.0"W)	32.0	35.5	36.6	20.9	9-12	400	5.2	40
THENCE TO 210 BRIDGE	33.1	37.9	38.4	31.4	9-12	400	4.4	40
THENCE TO END OF 400 CHANNEL (30°13'08.0"N, 93°15'12.0"W)	33.2	39.1	37.6	32.5	9-12	400	2.1	40

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS.
DEPTHS ARE REFERENCED TO A REFERENCE DATUM CALLED MEAN LOW GULF. SEE NOTE H.

NOTE - CONSULT THE CORPS OF ENGINEERS ABOVE INFORMATION

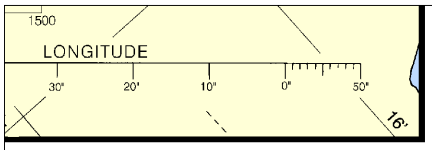
Joins page 26

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

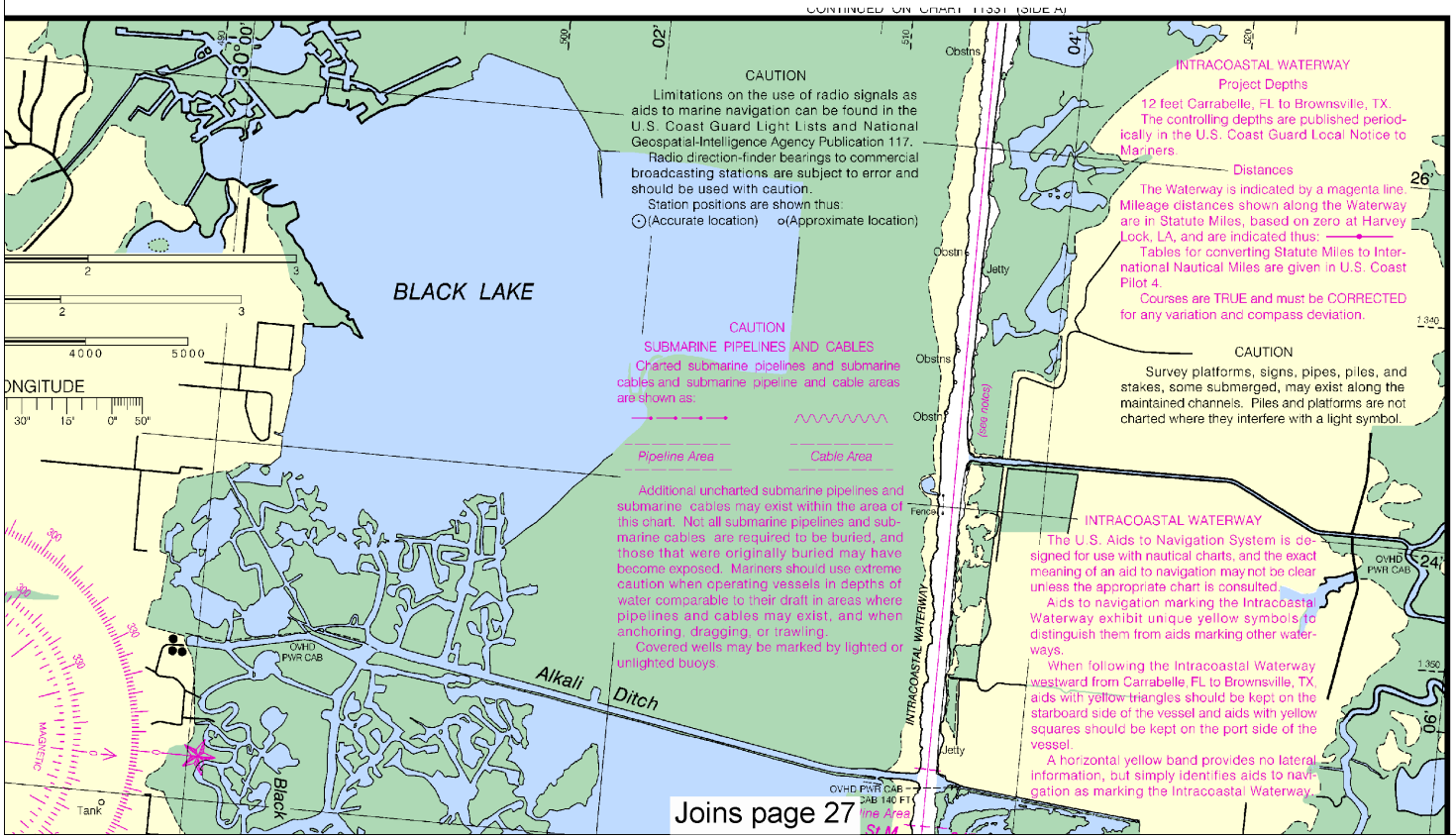
~~SCALE 1:50,000~~
Nautical Miles
1 0 1 2 3 4
Yards
1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

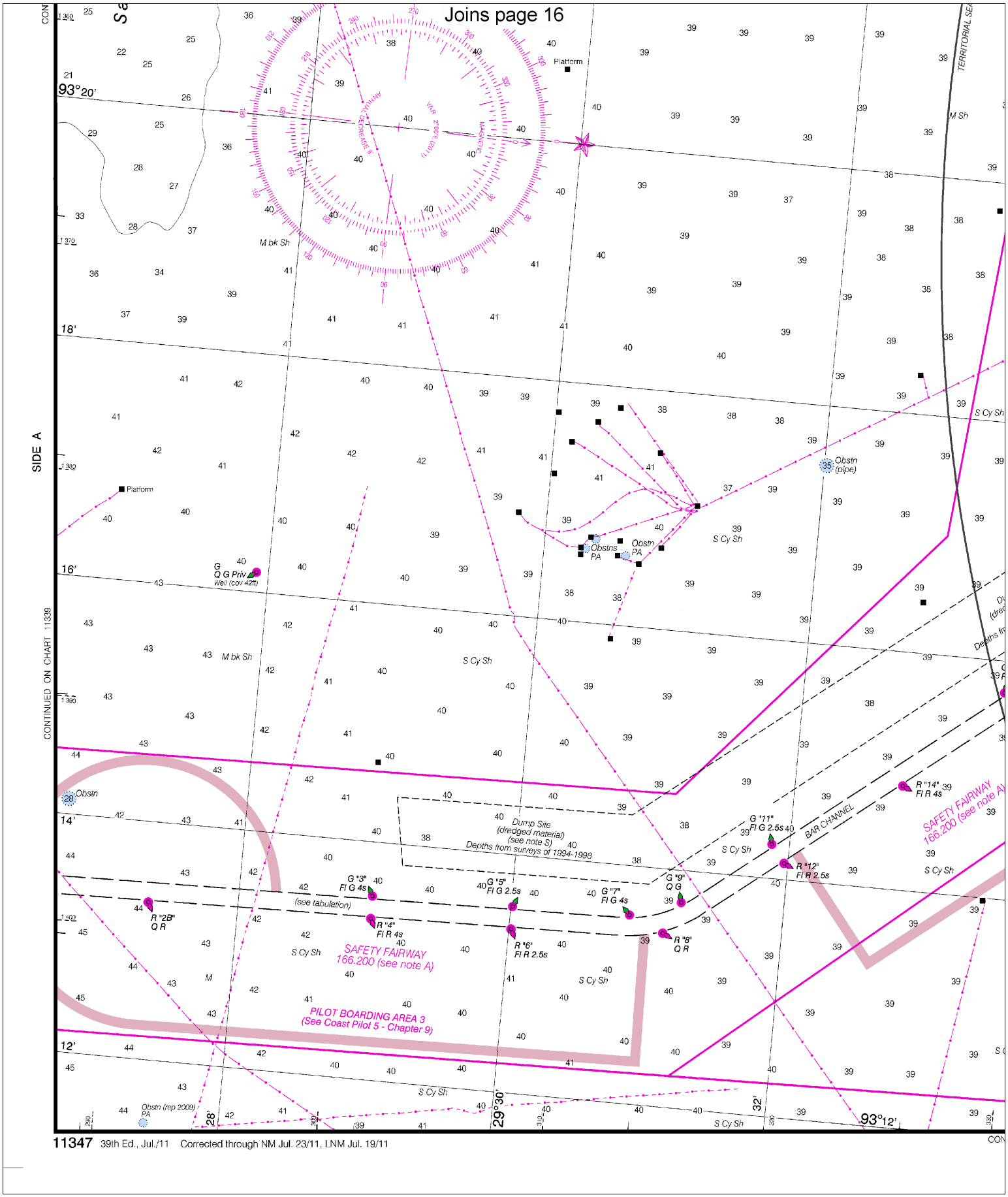


Joins page 15

NSN 7642014010226
NGA REFERENCE NO. 11XHA11347
ED. NO. 39



Joins page 27



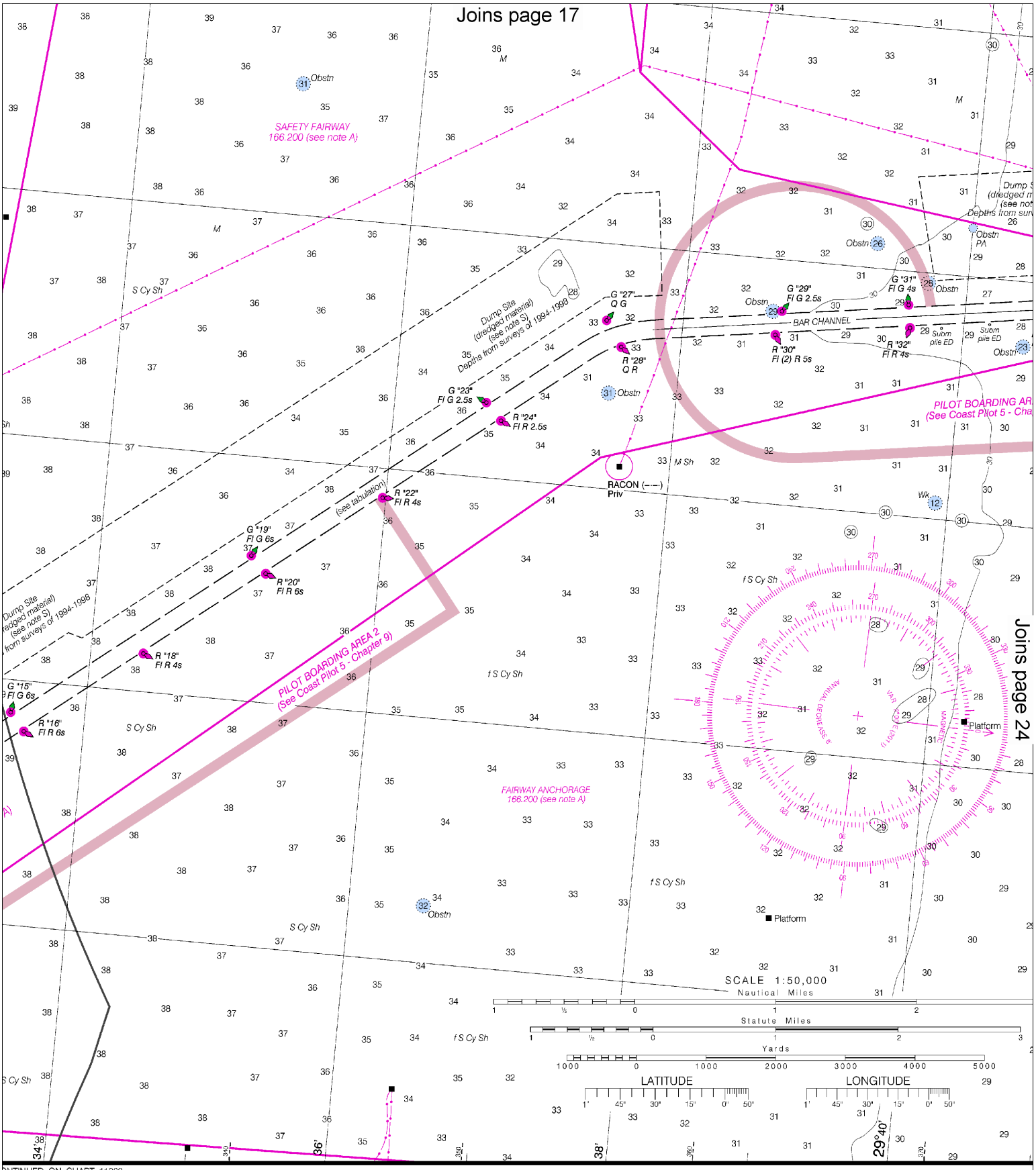
Note: Chart grid lines are aligned with true north.

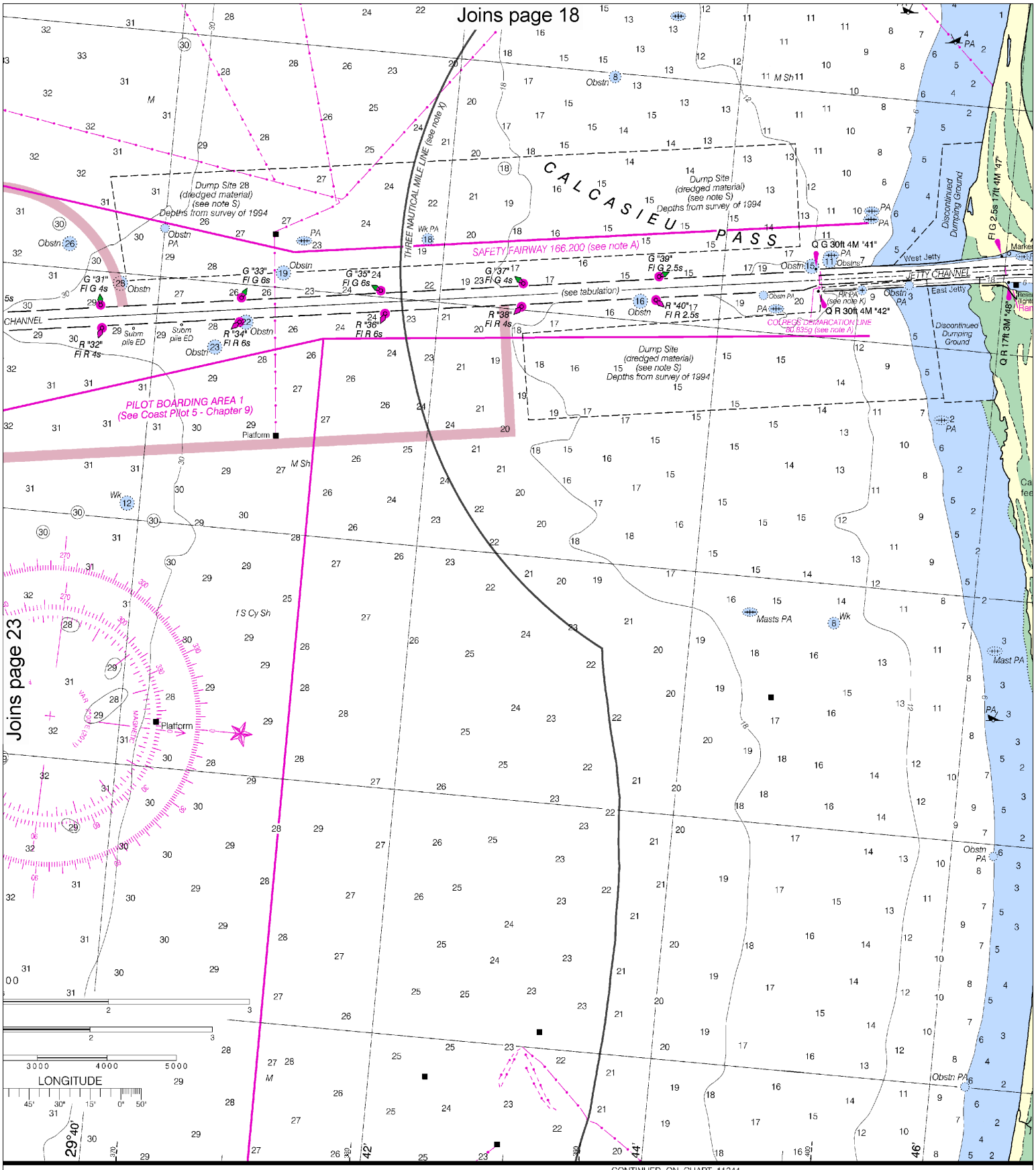
Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 17
SAFETY FAIRWAY
166.200 (see note A)
Obstn
S Cy Sh
Dump Site
(dredged material)
(see note S)
Depths from surveys of 1994-1998
G "27"
Q G
G "29"
Fl G 2.5s
G "31"
Fl G 4s
BAR CHANNEL
R "30"
Fl (2) R 5s
R "32"
Fl R 4s
R "28"
Q R
G "23"
Fl G 2.5s
R "24"
Fl R 2.5s
R "22"
Fl R 4s
(see tabulation)
G "19"
Fl G 6s
R "20"
Fl R 6s
R "18"
Fl R 4s
G "15"
Fl G 6s
R "16"
Fl R 6s
RACON (—·—)
Priv
M Sh
f S Cy Sh
PILOT BOARDING AREA 2
(See Coast Pilot 5 - Chapter 9)
FAIRWAY ANCHORAGE
166.200 (see note A)
Platform
Subm pile ED
Joins page 24
SCALE 1:50,000
Nautical Miles
Statute Miles
Yards
LATITUDE
LONGITUDE
34°36'
38'
29°40'
CONTINUED ON CHART 11339



24

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

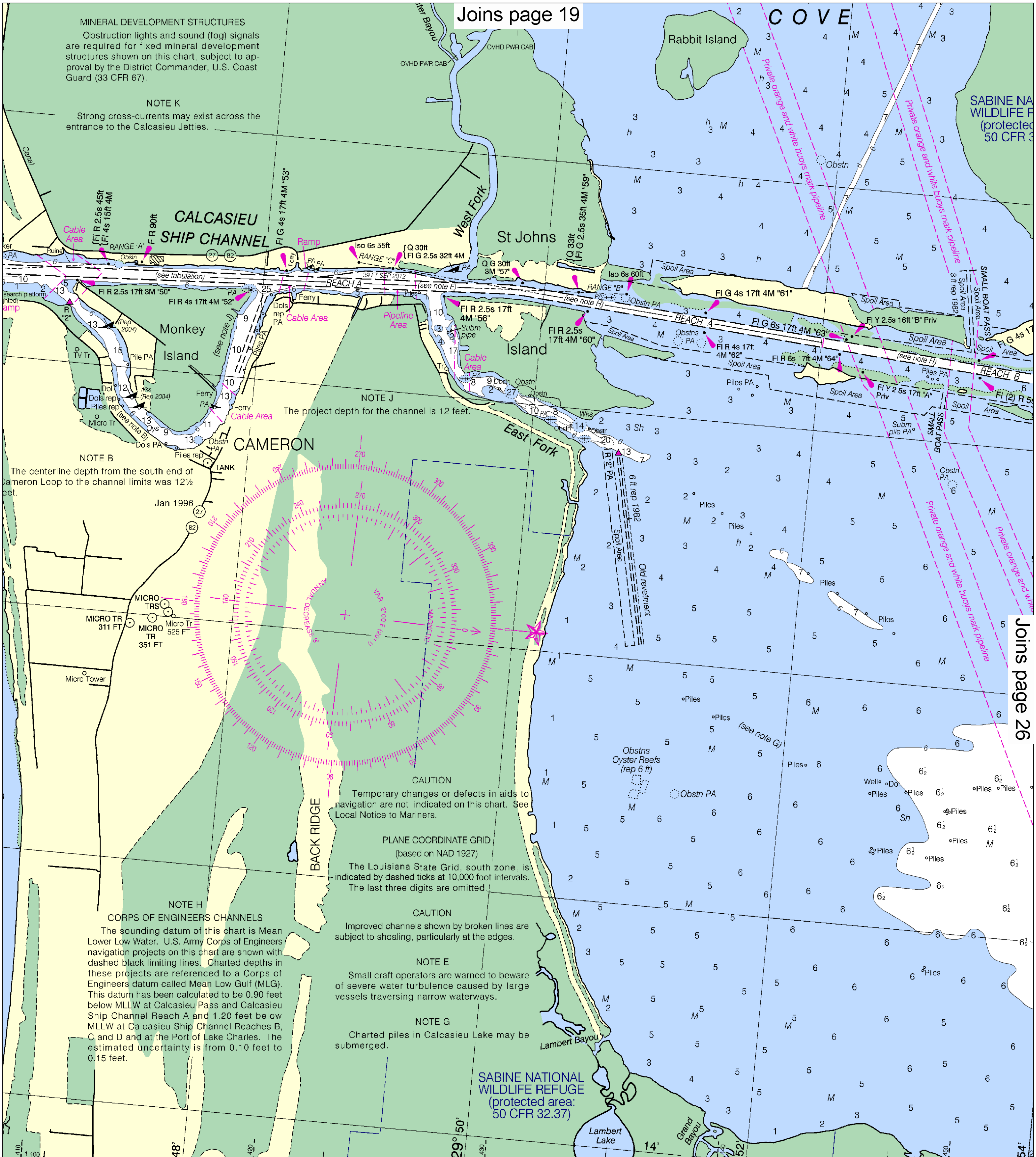
~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

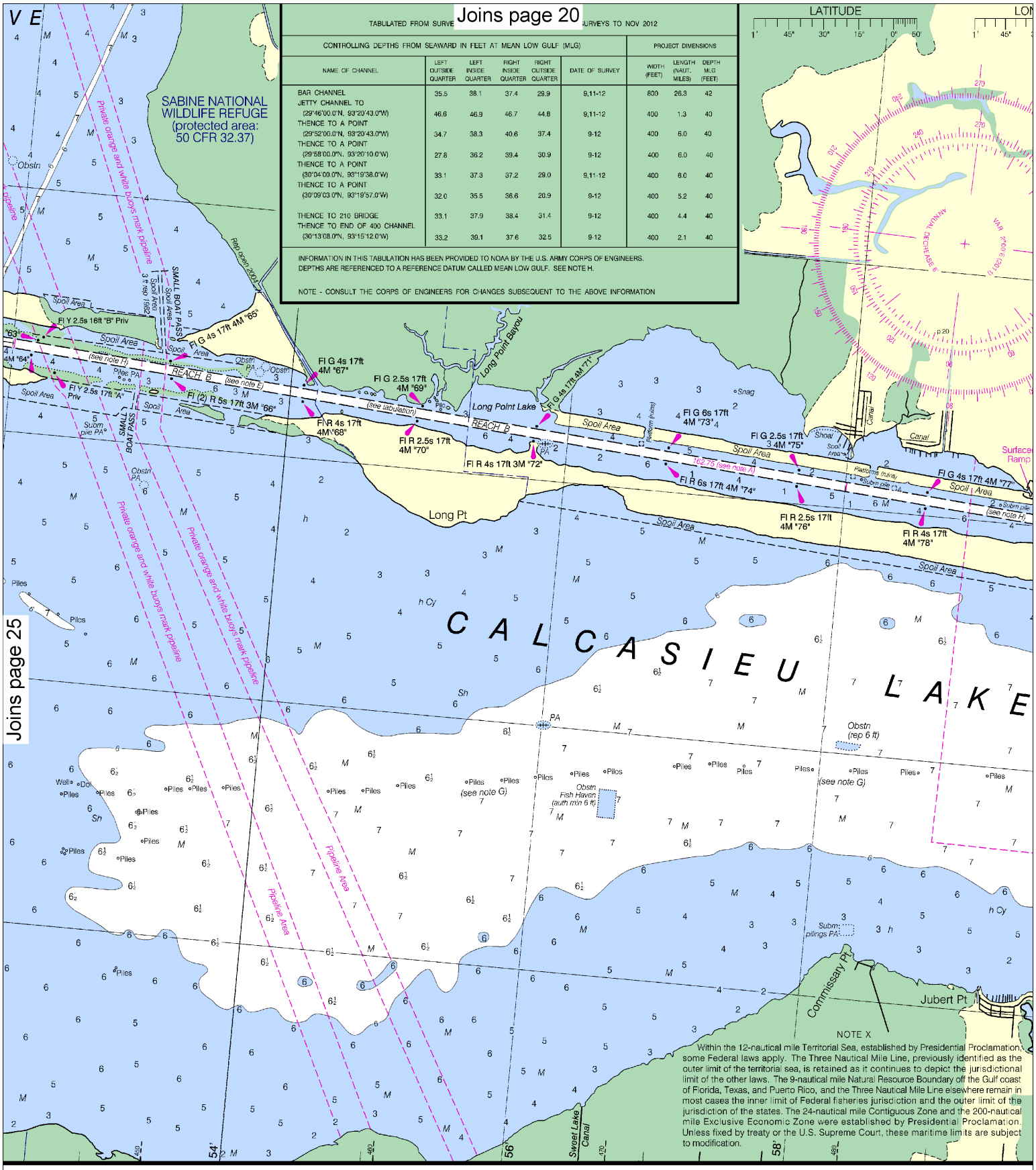
Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.

Joins page 19



Joins page 26



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:50,000~~

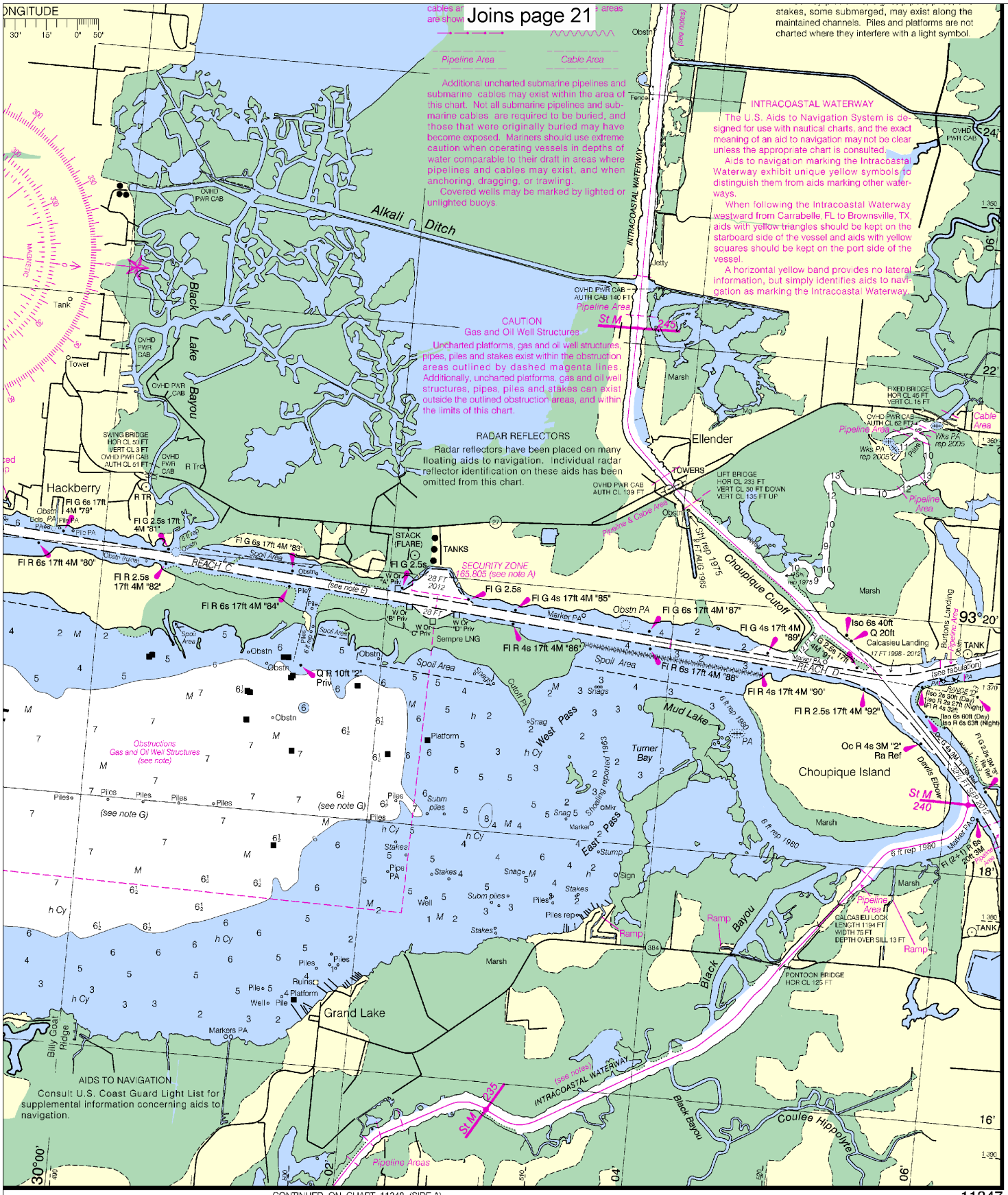
Nautical Miles

1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



CONTINUED ON CHART 11348 (SIDE A)

11347

11347

27

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

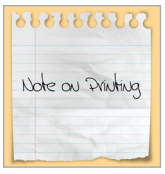
All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@nauticalcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker